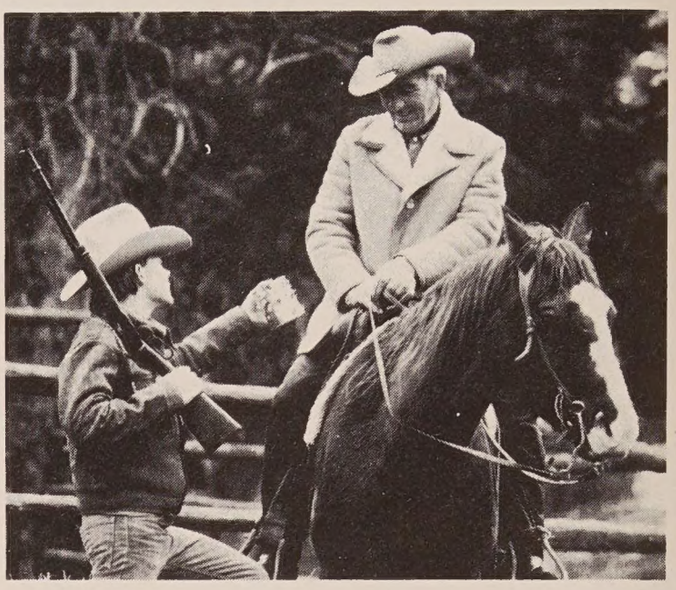
RAILROAD

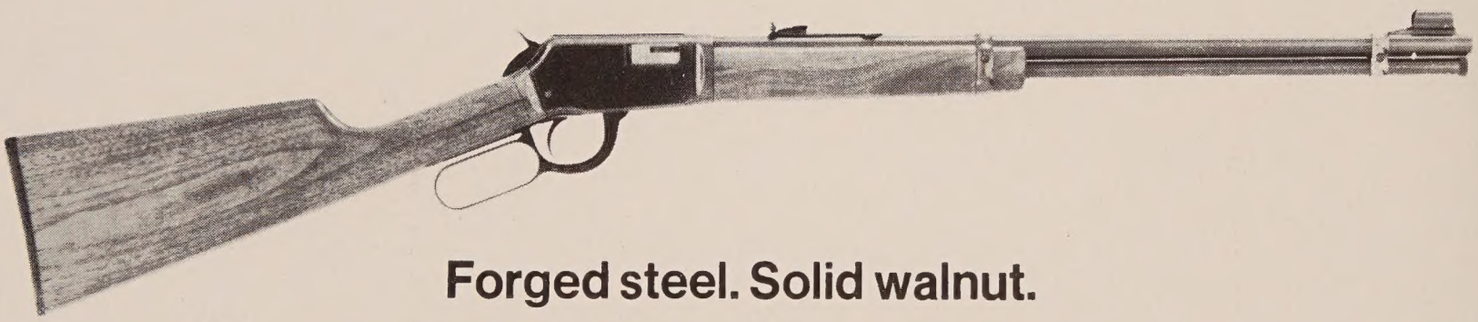
JANUARY 1976

MAGAZINE $1.00

WORTH IT?

With most rim fire rifles selling for less money why are shooters standing in line to buy the Winchester Model 9422?





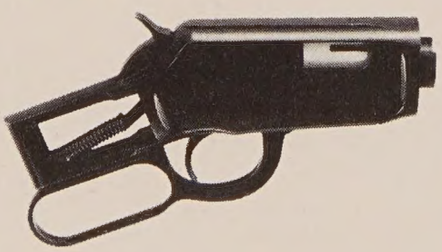
Forged steel. Solid walnut. Classic styling. Modern design. The big reasons the 9422 is "worth it".

It's true. There are many other rim fire rifles that cost less than the Model 9422. The reason they cost less money is that you get less gun. So if you have to pay a little more for a Winchester Model 9422 here's why we think you will find that it is "worth it".

Forged steel—not only in the barrel but also in the receiver, frame and finger lever. This means long life, great durability. (Compare this with other rim fire rifles that use cheaper alloy materials, such as zinc, in frame and receiver. This usually results in faster wear and a shorter life.)

Solid American Walnut—on the straight grip stock and carbine style forearm. (Compare this to so-called "Walnut finished hardwoods" that are actually nothing but cheaper grade birch, maple or cherry.)

Authentic, classic styling. The Model 9422 is styled after the legendary Winchester Model 94. (And who can better duplicate the true Western styling of this famous firearm than the company who first made it?)



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Innovative features. A two piece firing pin mechanism that operates only when the action is completely closed and locked—for extra safety. Side ejection to permit low scope mounting. Adjustable, semi-buckhorn rear sight and bead front ramp sights included as standard.

For more reasons why the Winchester Model 9422 is "worth it" see your Winchester dealer.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 99, No. 3 January, 1976

ONE DOLLAR

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Photograph by Michael Wilkie

On mist-shrouded August 16, 1975, Squamish, B.C., played host to two steam-powered trains. Star actors were Royal Hudson 2860 and B.C. Government's Museum Train with 2-8-0 No. 3716 and Climax locomotive exhibit also in steam.

Jackie Is Number Two

by Richard M. Murdock

Jackie Bigelow at Oakland, Calif., on Oct. 14, 1975, following 6-hour, 300-mile trip as fireman on an Amtrak train. She was set up to engineer on switcher that evening.

THE PHONE RANG harshly, demandingly, on early Thanksgiving morning of 1973. "Murdock," I managed sleepily.

"Want you for Amtrak trains 12 and 13 to San Jose and back," the crew caller said.

"Must be some mistake. I'm regular on Ozol switcher 614. Go to work at three this afternoon."

"No mistake. You're the only qualified passenger hogger we can lay hands on. We'll dig up an extra man for your job. Besides, there's a bonus involved."

"Bonus?" I said.

"Sure thing. A lady fireman. Jackie Bigelow."

California skies were gray and drizzly that daybreak as I drove to Oakland, feeling a bit apprehensive. We had two lady firemen on the Southern Pacific's Western Division—Evelyn Newell and Jackie Bigelow and I'd seen both from a distance, but knew neither. I had heard pros and cons about women entering this field, and had heard some resentment. Trying not to prejudge, I did feel mixed emotions at the prospect of having a female fireman across the cab from me for the first time, particularly on Amtrak's crack Los Angeles-bound passenger train.

Any fears were unfounded. At the crew office I faced a tall, slender, vivacious, blue-eyed blonde with a trim figure that warm slacks and a sturdy jacket couldn't hide. Hatless, her hair was pleasingly long and wavy. Already she had our names on the register. Once aboard the power, Jackie was all business, checking out the units and steam generators, reading orders carefully, and studying our timetable schedule. During the short run to San Jose, she called signals and speedboards, and reminded me of wait and track orders.

But more, she had a pleasing personality, an engaging laugh, and an eagerness to learn, backed by a commendable knowledge of rules, of special instructions and timetable bulletins. I suddenly felt it was pretty nice to have her across the cab from me. After delivering the train to the Coast Division crew for the next leg of its journey, we spent several hours together in San Jose awaiting train 13 for the return trip; so we enjoyed a light Thanksgiving lunch and I got to know her better.

Born in San Francisco (she lived there only six months), the daughter of a career military man, 27-year-old Jackie considers family matters private. For the most part, she scorns publicity because too often it seems phony, is full of misquotes, and is an invasion of privacy. But she did tell me a few facts about herself.

"We moved around a lot while I was growing up," she admitted. "For example, I attended more than twenty different schools!"

She has an older sister and brother and one younger sister; but none of her relatives, to her knowledge, ever worked for a railroad. I asked why she chose railroading.

"Money," she said briefly.

SINCE that memorable Thanksgiving Day, both Evelyn Newell and Jackie Bigelow have become qualified locomotive engineers. Senioritywise, Jackie is the nation's number two lady engineer and a member of Lodge 283, Brotherhood of Locomotive Engineers, Oakland. She lives in San Leandro.

Evelyn Newell is number one. A young man, P.R. Pleasants, separates Evelyn and Jackie on the seniority roster. All have engineers' dates of February 12, 1974, while the Santa Fe's much-publicized Christine Gonzalez did not become a full-fledged throttle artist until the following month.

Jackie and Evelyn visit each other when they can, comparing experiences as working engineers in a world previously dominated by males. Each woman realizes there is no way of her ever becoming "one of the men", but as time passes, both are being accepted as fellow workers, and that's what really counts.

Off the job, Jackie is a ski enthusiast. By the time you read this, she may be married to Ken Skaggs, a genial, popular SP switchman who also is a skier. "We plan to honeymoon in Aspen, Colorado," she said.

With the SP for over four years, Jackie began as a clerk and "towerman" at Warm Springs, Newark, and Mulford. When the chance came to enter the engineer training program, she and Evelyn Newell grabbed it and eventually went through the simulator course together, both doing well.

"Of my two years in engine service," says Jackie, "fifteen months were spent hostling at the West Oakland diesel shop. Made lots of friends, had fun, and learned plenty while jockeying those big engines around."

The recession, however, put Jackie and Evelyn back firing. I didn't work with Jackie again until last August 28th, when we were called to take a "hot" freight from Schellville—SP's connection with

the Northwestern Pacific Railroad—to Sacramento, there to deliver the train to a San Joaquin Division crew for another leg of its journey to the giant new yard at Colton, south of Los Angeles. Aware of her skill and experience, I promptly turned the short, heavy freight over to her.

Head brakeman Greg Ellinger, an ex-West Oakland switchman and yardmaster making one of his first road trips, was enthralled by watching Jackie at the throttle. "I was very impressed with her efficiency," he said later.

Much switching had to be done at Lombard, and Jackie did it all while I was preparing unit 8464, an SD-40, to be added to the head end of three older 4300-class diesels for the steep grind up the hill to Creston. From Creston we'd go down to Suisun, where the Schellville branch joins the double-track mainlines to Oakland and Sacramento.

Our train was longer and more ponderous when we finally left Lombard, with me at the throttle by Jackie's request. The sun was up now, promising another scorching day, and the four units growled in protest at the weight they were hauling.

At length we were over the hill and starting down. With the throttle closed, I went to electric braking, only to note that the amperage gauge failed to register. "No dynamic," I said, as the heavy train gained speed.

Jackie quickly crossed the cab and flicked on a switch. "The circuit-breaker must be closed," she said.

Suddenly the amperage needle registered and we heard the welcome whine of dynamic braking in full retarding action. At Suisun, as we entered the eastbound mainline, I turned the train over to Jackie

Two photographs by Jayne May, Box 343, Ross, Calif. 94957

Author Dick Murdock, Southern Pacific hogger, and Jackie Bigelow discuss a fine railroading point, engineer to engineer.

again. Ahead, an even heavier consist delayed us quite often. She handled the brake valve with assurance, making smooth stops and starts, obviously fascinated by the intricacies of efficient train-handling. She rose to every occasion confidently.

AT HARBOR BOULEVARD, west of Sacramento, she wisely stopped so as to not impede vehicular traffic, although the governing block signal displaying "red" was several hundred yards ahead. However, it soon turned "yellow"; and following a pair of blasts on the air horn, the heavy merchandise moved off smoothly under the lady's expertise.

As the crossing gates came down, two young men in a pick-up truck did a double take when they spotted the attractive hogger.

"People do that all the time," Jackie said with a grin.

Soon we were rumbling slowly across the Sacramento River bridge. At the depot just ahead we would change crews. There stood men waiting, each aware that engineers can't always stop long, heavy trains exactly where they want to. Also watching was a gray-haired lady with a group of pre-school kids.

If Jackie was apprehensive, it didn't show. She even appeared indifferent as she met the challenge. And she stopped with the cab directly opposite the relief crew, which earned from them some admiring nods. As we walked to the carry-all that was to deadhead us to Roseville, we heard a shout and looked back to see one of the new crew holding Jackie's purse out the cab window! Retrieving it, she passed the elderly woman who was riding herd on the kids.

"Pardon me," the matron asked, "but what do you do on the train?"

"Drive it," Jackie said gaily, and walked on, the kids staring after her in awe.

Female engineer number two is popular. Most hoggers are willing to let her handle the train, as I did. Says engineer Leonard Foster, local chairman of Lodge 283, BLE: "She's good, that's why, and cheerful. A pleasure to work with."

Jackie's biggest gripe? Those who let her run, then supervise her from extremely close range.

"I'll be glad when I'm set up again," she told me. "Then I'll be running for myself, not somebody else."

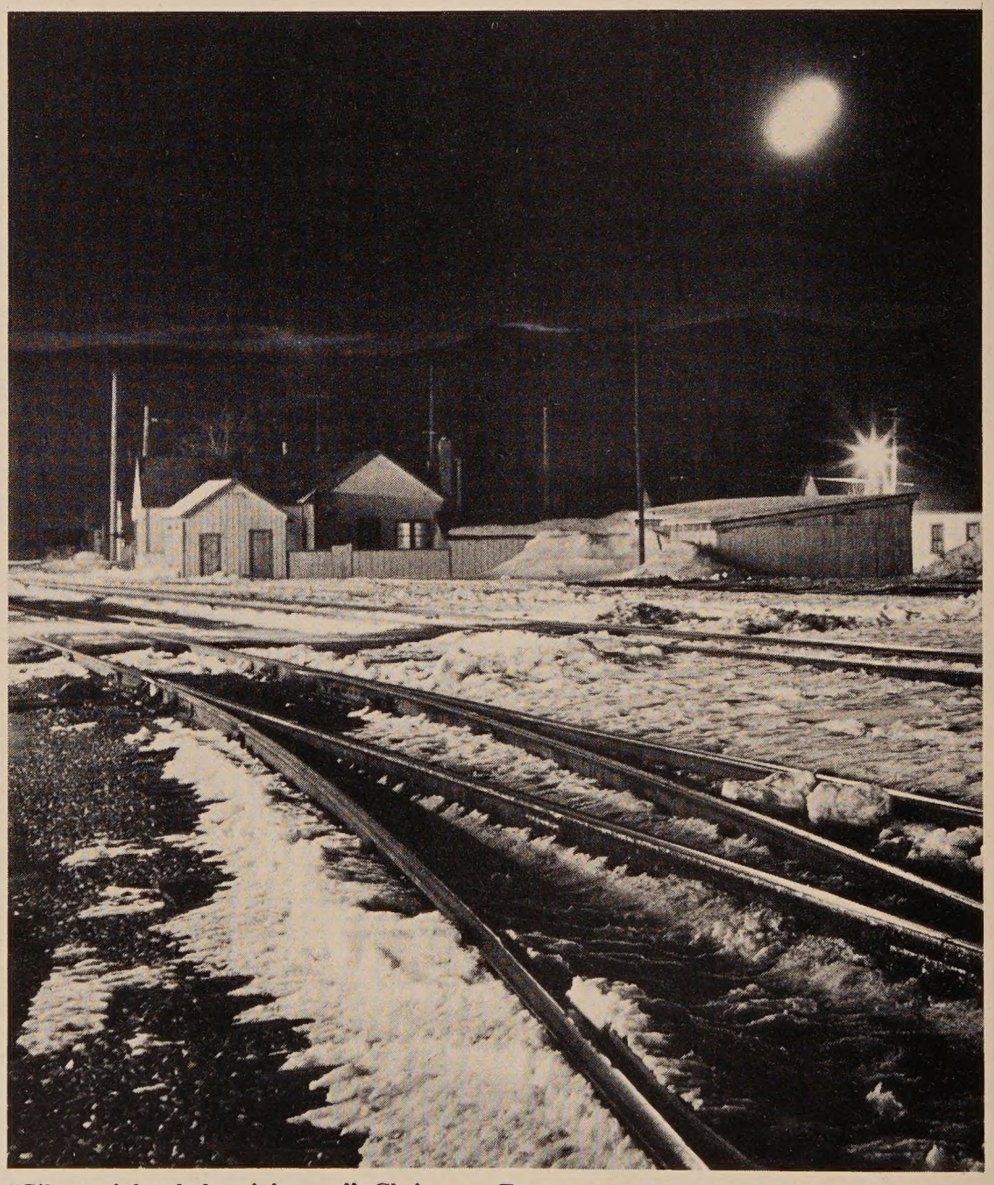
She got her wish on October 14th. That morning Jackie had been fireman on Amtrak train 11 from Dunsmuir to Oakland. Once at the crew office, she knew she'd be set up on a West Oakland switch engine that midnight. She was. The following night, as I brought a train into the yard from Roseville, I saw her running a jeep. And who was passing signals to her? Her betrothed, Ken Skaggs. And me with no camera!

A year ago, when Jackie was working the engineer's extra list, she caught my regular goat at Ozol, 30 miles east of Oakland. On that occasion I was away on vacation. The shift had scarcely begun when she noticed how friendly the crew seemed to be. They kept waving frantically until one of them finally entered the cab.

"Look, Miss," he said, "we're not waving. Those are kick signs. We're cutting cars off on the fly and you've got to boost them so they'll roll clear!"

"Well," she retorted, "they never taught me *that* at the simulator!"

Following the shift, engine foreman Jack Cody, local chairman of United Transportation Union 1827, was heard to say: "One thing is certain. She's sure one helluva lot better looking than Dick Murdock!" •



"Silent night, holy night. . ." Christmas Eve on the Espee at Truckee, California.
Bart Gregg, 1371 31st Ave., San Francisco, Calif.

When Jackie Bigelow was a little girl steam ruled the Espee. Then diesels showed up, as one did in this view of hilly Woodford, Tehachapi Heights, Calif. SP cab-ahead waits on siding.

Southern Pacific photograph

View of Illinois Central men clearing right-of-way near Remsen, Iowa, in 1936 would make good-wallpaper design for Eskimo igloo.

THE MAIL CAR

where editors and readers meet

OUR COVER shows the *Laurentian* northbound on the Delaware & Hudson with Alco-GE PA1 locomotive 18. This color-shot, reproduced from a small slide, was made with a Konica Autoreflex T camera on February 26, 1971, by Allan Schwanke, 7 Jamie Lane, Clark, N.J. 07066. Allan knows how to put feeling into a picture, unlike mere portraits of "just another train" or "just another engine." He is a photographer worth watching.

Girls, Fiction, Etcetera

YOU show more photos of people, including onlookers and girls, than any other rail publication. Is this a railroad magazine or a people magazine?—Eric Kreigh, 542 Ord Dr., Boulder, Colo. 80303. (*Ed. note.* Both. It takes people to build and run railroads, and onlookers to ride passenger trains or enjoy rail hobbies. David P. Morgan wrote in Nov. '75 Trains: "As *Railroad Magazine*'s Freeman Hubbard keeps reminding train-watchers, the railroad scene without people is simply inanimate hardware.")

SOME of your recent issue cut down on rail-girl pix. Don't! Let's have more of them.—T.K. Given, 2557 S. Parkview, Norristown, Pa. 19401.

PLEASE keep the fiction stories. I'd also like to see articles on such subjects as the job requirements of rail personnel (for example, "A Day in the Life of a Motive Power Superintendent") and the operation of yards, shops, and main and branch line traffic.—Walter A. Phillips, Jr., 84 6th Street, San Jose, Calif. 95112.

WHY not reprint steam loco rosters from the 1930s?—Evan Phillips, 108 Avondale Ave., Columbus, Ohio 43222. (*Ed. note:* We will, if enough readers say so.) Another request for steam rosters, plus old timetables, comes from Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn.)

I WOULDN'T want Railroad to drop its monthly fiction story. It is because of the human interest that I buy your magazine. I have very little interest in technical details of the industry. Have any novels come out in recent years, aside from James McCague's *The Big Ivy*, a battered copy of which I own? If so, where could I get them?—Rev. Peter W. Walford-Davis, The United Church of Canada, P.O. Box 486, Port Elgin, Ont. N0H 2C0

HERE is another vote for railroad fiction. After reading your magazine for a third of a century, I still enjoy the stories by Harry Bedwell, John Johns, E.S. Dellinger, and others. Some of them bring back the nostalgia of cab rides I had on Pennsy K-4's, T-1's, etc., in my boyhood's home state of Indiana. They recall, too, my thrills in being allowed to fire a Nickel Plate 0-6-0 steamer as she switched a spur near my father's plumbing shop in Indianapolis. After that, she'd go downtown to the Illinois Central freight house and pick up a cut of cars for delivery to the NKP yard in north Indianapolis. This idyll lasted for me.—Anon.

DOLLY VARDEN was the name of a New York Central train in the early 1900s, but

Merry Christmas! This fir tree symbolizes the completion of a project, namely, the first shipment of iron ore pellets from the Inland Steel mine and processing plant at Black River Falls, Wisc., just after snowstorm on Dec. 10, '69.

where did the name come from? James E. Mitchell, a longtime friend of *Interesting Railfan* Peter Helck, identifies it with a character in a Charles Dickens novel, *Barnaby Rudge.* "The same word," he adds, "pertains to a late 19th century costume for women." Who knows the history of the train itself?

PHOTO of Boston & New York Air Line train 105 on Lyman Viaduct in your October issue interested my wife, Laura, who remembers walking across the viaduct with a group of Sunday school girls one Sunday evening long ago, terrified because they didn't know if a train would suddenly roar out of the darkness. The *White Train,* or *Ghost Train,* used viaduct before the area was filled in; so its weight could not have been too much for the spider-web trestle.—George Looby, 22 Woodman St., Middletown, Conn. 06457.

My Biggest Thrill

HOW many 18-year-old kids have ridden down the line, as I did, in charge of a brass collar's business car on a one-car special train and had the dispatcher "give them the railroad"—that is, put all other trains in the siding to let the special go by?

It was a big moment for me, back in 1919. I was secretary to H.R. Lake, superintendent of the Santa Fe's Pandandle Division at Wellington, Kansas. The line west of Belvidere, Kansas, on the Englewood branch ran along the side of a hill. Due to underground seepage there, it was often in trouble and quite a maintenance problem. General Superintendent Sears at Amarillo, Texas, came up to look into the situation personally. Upon his arrival in business car 15, he and my boss took off for Belvidere. Intending to be gone for only one day, they left me at Wellington. But after inspecting the track near Belvidere and talking to the roadmaster there, Mr. Sears decided that as long as he was on this division he might just as well inspect all of it.

At that time the division had 108 miles of mainline between Wellington and Waynoka and about 550 miles of branches in Kansas and Oklahoma. The only way for the two officials to cover so much mileage without consuming a week or so on regular trains was to run a special. My boss wired the trainmaster at Wellington instructing that his business car, No. 10, with the cook and me on board, be sent out to Belvidere with an engine and train crew which would start running special as Mr. Sears directed by 8 a.m. the following day.

As we were to leave Wellington in the wee hours of morning, the cook and I went to bed in the car the night before. I was asleep when we left town, but around daybreak I awoke with the impression that we were really burning up the track. Raising a blind and looking out just as we passed a little station, I saw a Green Fruit Express, some 60 cars of citrus fruit headed by a Mallet engine, waiting on a siding to let us go by. This puzzled me, but I tried to go back to sleep.

About 20 minutes later our engine whistled for an approaching station. Again raising the shade, I saw that mainline passenger train No. 114 was in the hole for us as we sped past at maybe 60 miles per hour. Then I wanted to know the reason. Going out to the observation room in my pajamas, I asked the conductor how come. He said the night chief dispatcher had mistakenly given the crew a call about an hour later than he should have done, and we were trying to make up the lost time so that the brass collars waiting for us at Belvidere wouldn't know about it. I guess they never did know, as we arrived about on time and I heard no complaint.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Our Monthly Newscast

PENN CENTRAL's locomotive, caboose, and car shops, now located in Altoona, Pa., will be forced to leave the state in search of another site, if a Pennsylvania air pollution citation against the company is enforced, according to general manager Joseph Fadale. The state Department of Environmental Resources cited the railroad for producing emissions four times greater than permitted levels.

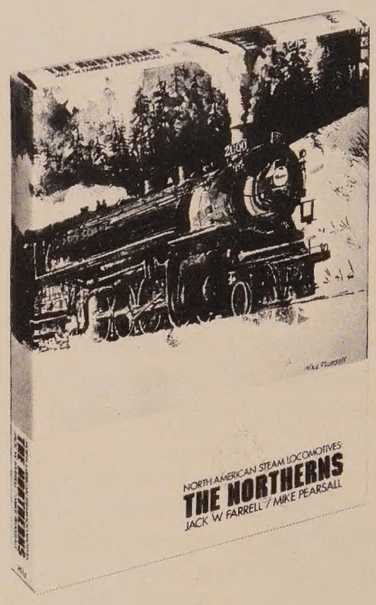
An Altoona shutdown would affect 2,000 jobs. Fadale says such a clean-up opera-

the new book from Pacific Fast Mail

NORTH AMERICAN STEAM LOCOMOTIVES

THE NORTHERNS

JACK W. FARRELL / MIKE PEARSALL



In THE NORTHERNS authors Farrell and Pearsall have written the definitive history of 4-8-4 steam locomotive development of North American railroads.

- Complete 4-8-4 roster
- 171 outstanding photographs
- 5 full color plates
- 34 sketches by Illustrator Pearsall
- 5 foldouts
- 248 pages
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New way to enlarge a tunnel. In the Erie Lackawanna's Nay Aug tunnel near Scranton, Pa., an Ingersoll-Rand tandem rock drill combination moves besides the tracks, cutting a 3-foot-deep trench for repositioning the second set of tracks at a lower level to fit today's higher rail cars. After mucking, tracks are repositioned at new, lower level without blasting and without disturbing roof-bolted ceiling.

tion would cost $1 million to $2 million and can't be guaranteed successful. Robert Clark of DER says enforcement of the citation has been delayed, but fines ranging up to $10,000 a day could be imposed.

NATURALLY, the Association of American Railroads is backing the proposed study of Federal policies involving aid to surface transportation. Addressing a subcommittee of the Senate's Committee on Comerce, AAR president Stephen Ailes called it "a keystone in the formulation of a national policy that would permit all transportation to compete on equal terms."

EVIDENCE is still piling up to prove that the merger of two great systems, the Pennsy, "Standard Railroad of the World," and New York Central, "The Water-Level Route," created possibly the most dismal flop in history since the fall of the Roman Empire. Although Penn Central is the largest of all railroad corporations, it continues to lose money so fast that we wonder how much longer it can stay in business—outside of ConRail, that is. It reported a new loss of nearly $279 million for the first eight months of 1975, as compared with about $118 million for the same 1974 period. Last year Uncle Sam shelled out $172 million to plug some of PC's financial leaks.

Money is tight in New York City. So tight, in fact, that the city tried to squeeze $30 million from bankrupt Penn Central. A Federal District Court judge has ruled that the giant rail line does not have to pay $30 million in back taxes to the "Big Apple." Penn Central has not paid New York City or New York State taxes since 1970.

EVERY railroad executive is aware that a deeper channel in the Mississippi River at Alton, Ill. will drain millions of dollars of revenue each year from the rails. Railroads are fighting the proposal in the courts, a major change from past years but it may well be decided in Congress. In the battle for public opinion, however, little is being done. Without the proper climate of public opinion, a Congressman would have little reason to support the railroads and the ecologists, editorializes *Modern Railroads*.

ALTHOUGH no hearings have been held on legislation introduced at the request of President Chesser of the United Transportation Union to combat acts of criminal violence against train and engine-service employes, reports of violence continue to pour in.

The latest incident involving a barrage of gunfire aimed at a Milwaukee Road train crew while stopped at Roundout, Ill., was reported by T.J. McGuire, general chairman on the railroad. The crew had stopped to make a pickup, according to McGuire, when they were attacked by six fellows with rifles. The conductor and rear brakeman were pinned down by 60 to 70 rounds of rifle fire for 10 minutes. They finally worked their way to the locomotive to radio for police. Three individuals were arrested.

HOW DO YOU enlarge an old railroad tunnel to fit today's taller rail cars without blasting? Also, how do you do it while trains continue using the tunnel? The Erie Lackawanna solved this problem recently by using Ingersoll-Rand equipment at its Nay Aug tunnel near Scranton, Pa., having a mounted hydraulic impulse-breaker to chip away three feet of tunnel floor depth beside one set of tracks, then repositioning all the track in the cut in one operation. Traffic through the tunnel used the second set of tracks while the work proceeded. Later, the other set was lowered, using the same techniques.

NOVEMBER *Mail Car* tells about a Southern Pacific division with 1,770 miles of track. The Santa Fe's Plains Division, headquartered at Amarillo, Texas, has about 2,735 miles, according to their current timetable. I arrived at this figure by adding the mileage for all of the 27 train schedules in the folder. This represents the consolidation of the Panhandle and Slaton divisions into the Plains Division in the past 12 years. With such a total, Superintendent K.D. May has his supervision cut out for him. The division extends from Wichita, Kan., to Presidio, Texas, on the Mexican border. Also from Wellington, Kan., to Texico, N.M., and from Sweetwater, Texas, to Texico, plus several long branches.—W.O. Gibson, 1320 Van Buren St., Amarillo, Texas 79101.

POSSIBLY the boldest heist in the history of Gary, Ind., occurred last October when crooks made off with nearly one mile of Baltimore & Ohio track northeast of the big steel-producing city. They swiped tons of steel rail and hundreds of ties and tieplates! The spur line has been out of service for several years, but until the big theft it had been intact. Then it vanished. Upon hearing the news, one B&O brass collar said: "Oh, Lord, you must be kidding!" Investigation showed that more than 500 feet of trackage had disappeared from the so-called Dock Siding, which runs north from the B&O mainline along the Lake-Porter county line to a sand-mining area. The loss is estimated at $15,000. As we go to press, none of the loot has been found nor any arrests made.

He Invented Oil Cup

NOW, there is just another empty lot on Detroit's Lincoln Street, south of Stanley Avenue, one of the many unhealing scars of urban renewal. But 50 years ago a white-pillared house stood there, and inside lived a kindly-looking man with a beard, who would say with pride, if asked, that he was a "full-blooded Negro of African descent."

He was Elijah McCoy, a distinguished inventor who had at least 50 patents in his name. Among them, the movable ironing board, the rubber heel, a design for a tire, and scaffold supports to hold up buildings under construction. But he is best known for his locomotive lubricating devices, designed to help things move faster with less friction.

Elijah was born in Colchester, Canada, in 1844. His parents had fled Kentucky a few years earlier. Had they not done so, their son would have been born a slave. George McCoy served in the Canadian army and received a pension of land from the Canadian Government. On this land, Elijah was born.

The boy went to public school, showed an interest in mechanics. In 1859 he journeyed to Scotland to study engineering at the University of Edinburgh. In 1864, as Union armies pushed through a defeated South, Elijah graduated and returned to Canada. A year later he decided to work in Ypsilanti, Mich., headquarters for the Michigan Central Railroad.

There he ran into job discrimination. White employers in 19th century America were not interested in black engineers, whatever their training or skill. McCoy settled for a firing job on the MC. Soon he became absorbed by the machinery he handled. What interested him most was lubrication.

In the 1870s a major cause of delayed rail service was overheated engines. To prevent overheating, it was necessary to stop trains now and then to lubricate them, which wasted a lot of time. After two years of experimentation, McCoy invented and patented in 1872 an oil cup that lubricated engines automatically while the train was moving.

Some contemptuous white engineers referred to McCoy's invention as the "nigger oil cup." But hard-headed Michigan Central executives, interested in dollars and cents, took a different point of view. They not only installed McCoy's invention, but had him instruct other engineers in its use. When he wasn't teaching co-workers the use of his invention, Elijah McCoy was out tinkering with machinery, working on other inventions.

Even in his seventies, his mind was still busy creating new inventions and still capable of adaptation and change. In 1915 the railroads faced a new crisis. McCoy's old lubricator, which had served their needs since 1872, now proved inadequate for the new-style superheater engines.

At 70, McCoy solved this new problem with his graphite lubricator, which he considered his greatest invention. Not only did it solve the difficulty of lubricating the new superheater engines, but saved time, oil, and fuel in the old-style engines as well. Introduced two years before America's entry into World War I, the device could well have had an effect on enabling railroads to meet the increased demands of war production.

But in material terms McCoy was a failure. Though his inventions gave wealth to others and increased the wealth of the nation, he died in poverty in 1929. Years later, Michigan's secretary of state affixed a plaque on the vacant lot in Detroit where the home of Elijah McCoy and his wife Mary once stood, making it a national shrine.

(This is a condensation of a feature by Ron Siegel in the *Detroit Free Press,* sent to us by D. Etler.)

The Personality Parade

RICHARD N. KENSINGTON of Homewood, Illinois, the grand old man who celebrated his 101st birthday last October, designed one of the most famous locomotives of all time, the K-4 type Pacific, which ran on the Pennsylvania Railroad from 1914 until the decline of steam and advent of the diesel, Richard H. Grimes wrote in the *Chi-*

The K-4 was produced in large numbers in the Altoona Shops for many years almost without change. In its time it powered the *Broadway Limited,* the *Spirit of St. Louis,* the *Golden Triangle,* the *Red Arrow,* and other fine trains. It developed its maximum horsepower as it approached 90 to 100 miles an hour, this while pulling 12 to 14 Pullmans. Mr. Kensington also designed other classic steamers.

FREEMAN HUBBARD will be featured on a *Rail City Special* radio program, FM 105 WOJO, on December 28th, 7-7:30 p.m. This program comes on at the same time every Sunday evening under the direction of Roy F. Arpan, Broadcast Communications, 2425 Main St., Evanston, Ill. 60202. The *Northwestern Limited,* newsletter of the Northwestern Illinois Chapter of NRHS, describes it as "A job extremely well done and highly polished." There is no other regular weekly radiocast for railroad men and railfans.

Emanating from Evanston, Ill., its listening radius blankets Chicago, Rockford, Kankakee, South Bend, and Milwaukee and has a large following of once-a-week standbys. Among its speakers have been such men as rail historian Arthur Dubin, one of our *Interesting Railfans;* Amtrak board member Joseph W. MacDonald, Auto-Train president Gene Garfield, and other brass collars and railbuffs. Three days after Christmas, Freeman Hubbard will cover personal reminiscences as well as *Railroad Magazine*'s history and editorial policies.

Fonda, Johnstown & Gloversville R.R. plow working Johnstown, N.Y., long ago.

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FRANK FIELD is working on the railroad—his own railroad at Greenport, N.Y.,—when he's not building a retirement home for himself, wife and three daughters, or working at his regular job as a mechanical engineer for the Long Island Rail Road. His personal railroad has 400 feet of track, an engine and a caboose, both of which can carry passengers. It runs on 15-inch track.

I AM a New Jersey newspaper writer and specialize in transportation. Now researching for a feature on the effects of ConRail on Penn Central's West Shore Division. I want to contact PC River Division (West Shore) engineers and conductors willing to comment on this subject. For 16 years I've been reading *Railroad Magazine* and find its personalized touch very refreshing in a too-impersonal industry.—Kevin T. Cunningham, 54 Clifton Blvd., Clifton, N.J. 07011.

THIRTY youths were honored at a luncheon the other day for their efforts in cleaning up the Delaware & Hudson right-of-way in Glens Falls, N.Y. The luncheon was sponsored by the railway to express its gratitude. The project part was a summer youth employment program by the City of Glens Falls.

Canada Heard From

CARL NEWMAN, a retired linotype operator, is believed to own the world's largest collection of locomotive plates, more than 600, displayed on the basement walls in his home at Victoria, B.C. His story was told by one of our *Interesting Railfans*, Nicholas Morant, CP Rail special photographer, in *CP Rail News*. Canadian Pacific is represented in the collection with more than 50 plates from D-9-C through to V-4 s and including a number of "rebuild plates" as well. Carl's Baldwin Locomotive Works hardware, 1901 through 1952, is the envy of many railfans.

As you pass around the room you see old MLW-American Loco series, the bygone Canadian Locomotive Works, English, Australian, Bavarian, Japanese, two from Korea, and a group from Viet Nam, delivered through mysterious means by an ex U.S. Army parachutist. (Maybe Carl will explain that term "mysterious means.")

There are many oddities and many with unusual histories. One plate, No. 775, came from an old Canadian Northern locomotive involved in a mishap. The plate was displaced in a Minnesota wreck but turned up 60 years later, imbedded in the earth! Carl's oldest specimen, dated 1895, came from an English steam locomotive which had worked all her life in Portugal.

One day Carl was eating fish and chips in Las Vegas and got in a conversation with someone interested in the Boy Scouts. The latter went to a jamboree in Russia and, knowing of Carl's interest in plates, managed to get one from a locomotive engineer in Khabarovsk, Siberia. All the engineer wanted in return were some photos of Marilyn Monroe, a copy of a Stephen Leacock book, and complete anonymity.

CP RAIL maintains a fleet of about 71,000 freight cars and 1,100 diesel locomotives. Last fall it acquired 300 highway trailer flatcars and 20 tank cars, all from Canadian carbuilders.

WITH so many men out of work, I think it's a disgrace for women to hold railroad jobs. But it is not new. Do you remember the article that *Railroad Magazine* ran about my wife handling Canadian Pacific locomotives in the Vancouver, B.C., yard during World War II? She could run any of those steamers and even was marked up for a trip out as a fireman. But I forbade it, so the next girl in the line made that trip. So many men objected to females firing here that girls were not marked up for such jobs any more.—Ernie Plant, 19894 24th Ave., Langley, B.C., V3A 4P5, Canada.

SIX NEW locomotive engineers have assumed duties in Toronto Region, the graduates of the first engineering training program conducted in the region. The former

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove Station, Fla. 33133

Reminisicent of days gone forever, a leaking water tower stands idle beside crooked track that at one time daily kept the tenders of three Graham County Shay engines well supplied. The bark of a dog, the chirp of a passing bird, and the buzzing of the jar-flies is all the noise one hears in the valley between Robbinsville and Topton, N.C. The railroad is closed and whistles are gone from Bear Creek country.

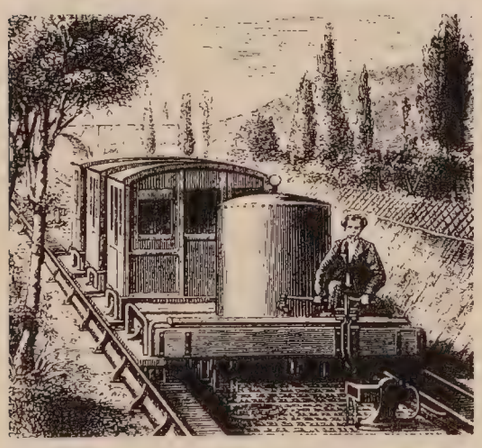
trainmen spent a year learning the rules of the road and the roads of the region. Toronto's program takes longer than in other parts of Canada because of the larger area with which the men most become thoroughly familiar.

The program was originally initiated in the Pacific Region in 1971 and in Toronto in 1974, to overcome a shortage of trained locomotive engineers. An additional eight trainmen are now taking the course. The program is open to trainmen with two years' experience on CP Rail who are under 45 and can pass the aptitude test.

CANADA'S Federal Government will build a new marine railway at Big Chute on the Trent-Severn Waterway, to be completed by the end of the 1977 navigation season, Stan Davies reports in *The Toronto Star*. This railway, to cost $3.72 million, will be able to transfer an average of 40 boats an hour across the 800-foot stretch of land at Big Chute—about eight times what the present incline railway can handle. Seven years ago, another marine railway on the Severn River, also known as Hyrd Glen, at Swift Rapids, was replaced by a huge lock. Anyone with ideas concerning the railway project should contact the Chairman Harry G. Hooke, CORTS Advisory Committee, General Delivery, Peterborough, Ont., Canada.

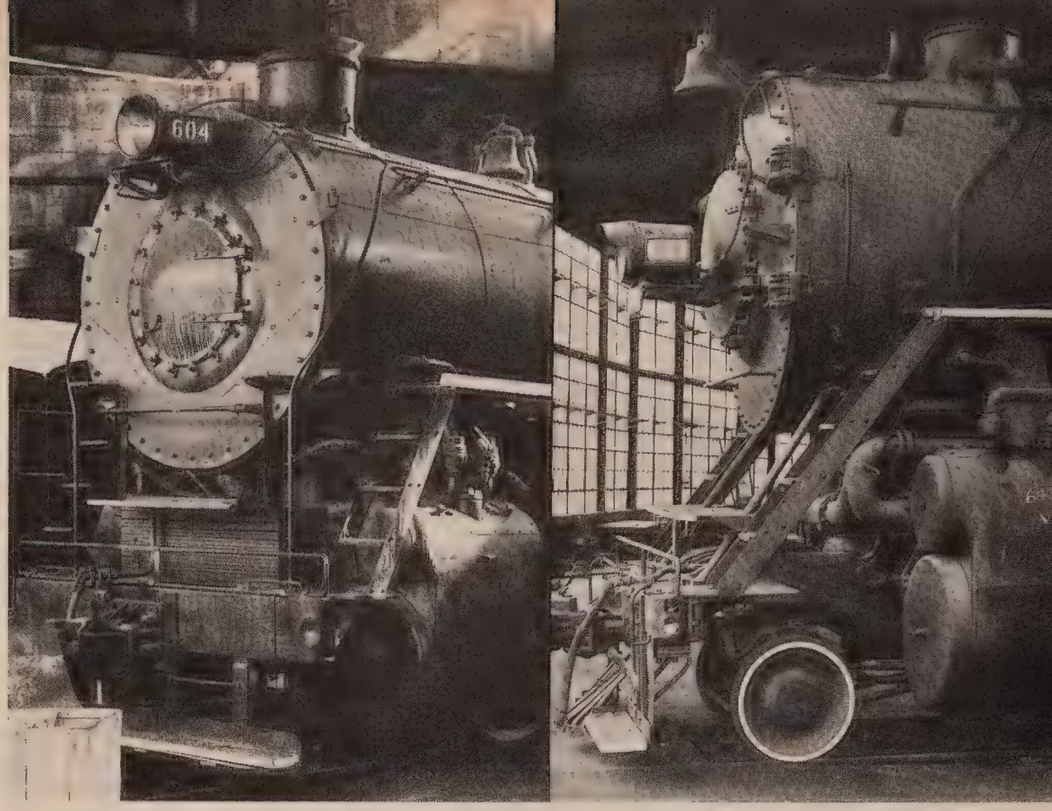
Records to be Proud of

FOR MODERNIZING his nation's rail system, Luis Gomez Zepeda, general manager of Mexican National, was given a wall plaque as an international award for outstanding achievement. The Association of Railroad Editors, convening at Guadalajara, Mexico, made the award. It also honored, for the second straight year, the Burlington Northern *News* for overall excellence among employee publications. Other awards went to the NdeM magazine *Ferronales*, the Union Pacific's *Info*, the Canadian National's *Keeping Track*, the Bessemer & Lake Erie's *Bulletin*, the Bangor & Aroostook's *Main Line* (best publication by a one-man staff), and *Labor* newspaper (for best news coverage of the year). *Labor's* editor, Ruben Levin, is one of our *Interesting Railfans*. A longtime friend of ours, Tom Shedd, editor of *Modern Railroads*, judged the entries.



While America was building its first transcontinental railroad a self-taught hydraulic engineer, Louis-Dominique Girard, developed the concept of cushioned-tracked vehicles in France. Backed by Emperor Napoleon III he operated this water-cushioned railway in 1869.
Charles Dollfus collection

BRASS COLLARS along the Santa Fe Trail aren't worried by rumbles of inflation and bankruptcy elsewhere. Santa Fe Industries, Inc., reported a net income of $44.9 million for the third quarter of 1975, the highest for any quarter on record! That figure is 26 percent above net annual income



Did you know that three steam locomotives are stored in the Bessemer & Lake Erie roundhouses at Greenville, Pa? Here are two of them. No. 604 (left) is an 0-10-2, and No. 643 a 2-10-4. The third one, No. 154, a 2-8-0, has so much material stored around her that you can't take a photo of her. All three locos are in good shape.
Stephen Palko, Jr., 316 E. Liberty St., Girard, Ohio 44420

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for the same period in 1974. Due to freight-rate increases, rail operations yielded $40.1 million to pre-tax income, as compared with only $4.7 million in 1975's second quarter.

THE SOO LINE Loaded nearly one million tons of grain during August and September at country elevators in North and South Dakota, Montana, and Minnesota, a rise of 88 percent over the same two months in 1974. During September 562,038 tons moved from country points, a Soo Line record exceeding the previous high of 548,252 in August, 1973.

Dining Stations on the Erie

HORNELLSVILLE! Hornellsville! Twenty minutes for lunch!" sang out the conductor, the trainman, and even the trainboy who sold penny candies, black licorice drops, cut-plug tobacco, and snuff. People were anxious to get off the steam-cars and stretch their legs, but were not quick to stand up in the aisles, for in the 1850s stopping a train meant jolting.

The passengers were hungry when they reached that depot in Upstate New York. Many had not eaten, save for a few grapes or a "love apple" (tomato) sprinkled with salt, since the cars had stopped at the dining station at Deposit, and that was a long trip in those days. Gallant men wearing stovepipe hats helped ladies with wide hoop skirts through the car door, down the steps, and across the sometimes rain-drenched platforms, on which first the front and then the back of swaying crinolines dipped into puddles.

Hornellsville station restaurant, famous for its waffles with honey, was only one of the many dining places on the New York & Erie Railroad. There were about 20 of them before dining cars came into use.

The first edifice intended for dining purposes along the Erie was built at Sterlington, N.Y. It was a pretentious affair architecturally, but was never used for feeding passengers. The Peter Turner place, at Turner's station, some miles further on, was actually the first.

Turner's became famous as a dining station, despite its homely appearance.

All through trains, east and west, that arrived anywhere near a suitable meal time stopped there for meals. Peter Turner died and his son James succeeded to its management.

The second dining-saloon on the Erie, at Port Jervis, was started soon after the railroad reached there Jan. 1, 1848. Its first proprietors were Joe Meginnes and James Lytle. Meginnes was the famous "dandy engineer" who had piloted the locomotive *Orange* No. 4 on many history-making runs.

Narrowsburg became a dining-place when the railroad was opened to Binghampton in 1848. Its restaurant acquired fame from the grand excursion over the railroad on May 14, 1851, when the line was opened as far as Dunkirk. Among the passengers who dined there on that occasion were Millard Fillmore, President of the U.S.; members of his cabinet, Daniel Webster among them, and scores of other notables. The air was fervid with oratory.

Later, Deposit became a dining-station, and then Owego, Elmira, Hornellsville, Olean, Meadville (with its McHenry House), and Dunkirk. In the 1860s Susquehanna was made a dining-place and the company erected an immense and costly station building there. This dining-saloon was one of the notable ones of the country for more than a quarter of a century.

It was pleasant to step off the train and sit at a table to eat amid unaccustomed surroundings. But the coming of dining and hotel cars on the Erie was pleasant too. In those early days it was a new thrill to dine while rivers, mountains, and towns flashed by, and gradually the once-famed dining stations passed into oblivion.

How Long Will You Live?

A MALE railroad worker retiring at age 65 is likely to live for an average of 13.6 years, or if retiring at 60 has a life expectancy of 17.2 years. These figures come from the U.S. Railroad Retirement Board, which also confirms our belief that female railroaders tend to outlive men in the same industry.

At age 65, for example, retired women railroad workers can expect to live an average of 17.7 years, which is 4.1 years longer than the life expectancy of retired males of the same age. The board points out, however, that 65-year-old widows of railroad men usually live about a year less than female railroad employees who retire at 65. Being a widow does have its handicaps. And disabled retirees aren't likely to endure as long as the able-bodied.

The foregoing figures are only averages. Any particular individual's remaining years may vary up or down from the life expectancy of his or her age group. Of course, if you have enough sense to take good care of your health—particularly with regard to nutrition, exercise, and purposeful living—you stand an excellent chance of carrying on for many more years than those who are careless in such matters, and at the same time getting more fun out of life.

Your editor is convinced—from study and personal observation—that your best bet for a long and healthy life is subscribing to *Prevention* magazine and following its ideas. *Prevention,* often with 208 pages, is devoted to the prevention of disease and the maintenance of well-being by natural means. Published monthly at 33 E. Minor St., Emmaus, Pa. 18049, it sells for 70 cents a copy on news-stands and at health-food stores. A year, $6.85. Two years, $12.25. Your editor would never be without it. He expects the kind of program laid down by *Prevention,* which he adopted long ago, to give him possibly 20 additional years of creative living.

People whose health is poor need a copy of Adelle Davis's best-seller pocketbook, *Let's Get Well,* which tells you how to avoid, relieve, or cure various kinds of disease by natural means. We print this item as a service to our readers, especially to retired railroaders. We want you to enjoy life far into the future. The longer you live and retain good health, the longer you are likely to keep on buying *Railroad Magazine.*

An Exciting "Drop"

OLDTIME railroaders, like myself, can look back for decades and recall unusual events in their lifetime of cinders, steam, and bad weather. Thirty years ago, when the New York Central was nearly all steam, its terminal at Anderson, Ind., had regular and assigned jobs for most train movements. One regular train, No. 74 North from Anderson to Elkhart, Ind., was usually called for 1 p.m. The run included a steep climb out of Marion, Ind., with a mean reverse curve where the going got tough.

We had a tonnage limit of 3,200 over the Marion hill. As the city of Wabash sits in a basin, all freights north and south had to be helped out of it. The first or second trick yard engine gave them a shove over the hill. On the bright autumn day I'm writing about, the yard clerk must have misfigured our tonnage for No. 74. Leaving Anderson at the foot of White River bridge we encountered a short steep grade to Dow, an interlocking tower at the old Pennsy main; but trains usually topped it with power to spare. Not so on this day. Her engineer was Ollie Olson, an oldtimer who knew his stuff and could get all there was out of his engine, an old Mike, class H-10, which was our heavy power at the time.

I had caught the first trick in the uptown yard job. We were in the clear just north of Dow on the Greer Steel track. Old 74 got almost up to the summit, then had to quit. We had plenty of steam, good traction, and a booster for that extra climb; but Ollie just couldn't make it. He sent the head brakeman up to see about doubling the hill if the rear end was over the bridge.

In those days we had no radios or walkie-

talkies. As a rule, everyone knew what had to be done, and did it. Our conductor, Fred Weber, got on the phone about the time 74's head man reached the operator at Dow. After an exchange of ideas, it was decided that we'd give him a pull up the hill and make a "drop" of him. Well, I've made over 500 drops in my years of railroading, but never of a whole train over an interlocking plant and two busy street crossings, one on each side of Dow. At that time I wasn't an old head and it all sounded exciting to me.

From the point where No. 74 started up to the Greer Steel switch wasn't more than three-quarters of a mile. If we could get him started enough to make it over the hilltop, we had to do it in a very short distance. He could have doubled the hill to the Dow siding and delayed us both more than an hour, but they wanted to get going and we wanted to head in. We ran the red board down to the tower and picked up 74's head man. Then we coasted downhill to 74's engine. After listening to our plans, Ollie was sure it could be done.

We left our conductor, Weber, to handle the switch, which was a pipe-connected derail type. The rear brakeman would flag Cross Street, and I was to get slack and pull the pin the moment we reached the plant. Our yard goat was one of the hundreds of 0-8-0's that Alco had built for the Central from 1918 to 1944. We were face to face with the 2300 class H-10.

Before I stepped onto the footboard in between the engines, both safety pops were open and two 30-foot gushers of steam joined the black smoke. No. 74 called in his flag and in a minute or so he highballed. Both firemen were ready, both engines popping and down in the corner. I was standing in between two stacks about eight feet apart, each belching cinders and smoke 100 feet high. In moments we got the 52 cars of over 3,200 tons moving.

Yes, there were slipping and sanding and more pop valves letting loose before engineer MacWilliams hooked up the switcher a notch or two. We gained some speed and got 'em up to 10 or 12 miles per hour going over Indiana Avenue. Another 1,500 feet and we'd have been by the Dow signal, which had been green from the time we got hold of 74. During that 1,500 feet Mac hooked up some more, but old Ollie Olsen just left the H-10 in the corner, knowing we'd leave him very soon.

From the first chug of those engines, I'd been standing in a shower of hot cinders that fell so thick and fast I couldn't open my eyes. I just squinted at them now and then to see where we were and prepare for the race through the plant to outrun 74 and pass the derail so that Weber would have time to throw her over ahead of the pony trucks of our prize drop. I did risk opening my eyes as we approached the signal. As soon as we knocked the signal down, old Mac gave me slack from the nod of my head.

I wasn't about to turn loose of the pin lever and my other hand was hanging on for dear life. as soon as I shook my head up and down, letting Mac know I had the pin up, he took off. Talk about a yard goat flying, this little baby made sparks of red steel around all wheels for a short while. I could see her drivers spinning through half-closed eyes, for there was now a blizzard of cinders. Mac was one of the Central's best engineers. He hooked the goat up as high as possible with the throttle open. She took hold and we literally flew across the plant.

I opened my eyes again when we rumbled over Cross Street, where the flagman had the highway traffic stopped. Then Mac shut off and hit the air as we slid through the switch and on toward the derail. I could hear the tender brakes dipping in when I signaled Mac and Weber that we'd gone past the derail. Weber closed the switch and 74 went rolling by. Later, Weber said he'd had plenty of room, but I noticed his eyes were pretty big when we galloped past the switch. Afterward, under a shower in the crew room, I finally got rid of all the cinders from my hair and body. As I looked back on that operation I said I'd give a thousand dollars to have had a movie and a tape recording made of it.

Years before that, when I was a kid in Bloomington, Ind., the Monon had to help all of its northbound trains out of there. They had a switch at Henter, about two miles out of town, and they cut locos from pulling the freights up out of Bloomington. The crews stopped at Henter switch, opened it up, and ran in there to clear. They had more room and, unless they pushed a guy out, made this move year in and year out. I remember seeing Monon switchmen ride the front end of their engines all through town and over the crossing. This practice has long since been stopped, as it was very dangerous.

The steam engines had a box built up on the front end to carry rain clothes, lanterns, lunch boxes, etc. These weren't standard equipment, but were added at first by the carpenters and later by the roundhouse men and were a big help. The switchman sat on this box for a thrilling ride through Bloomington.—C.C. Staley, 2702 Morton St., Anderson, Ind. 46014.

The Road to Yesterday

THE OLDTIME blacksmith shop, livery stable, and little red schoolhouse along the highway to Yesterday have been joined by another once-familiar landmark—the small town depot. This latest victim of progress" is being demolished or, in many cases, the building is sold for non-railroad use.

In still other cases, the beloved depot, with its gingerbread architecture, is being replaced by a pre-fabricated, sheet-iron structure which can be assembled, loaded on flatcars, and shipped to any town where the railroad finds that the cost of repairing and maintaining its old station is prohibitive.

The assembly-line product, although small in comparison with its predecessor, is divided into an office, a waiting room, and a freight warehouse. On arrival at its destination, it is mounted on concrete blocks in such a manner that both building and blocks may later be moved to another town if declining revenues make such a move advisable.

But the old station long will be remembered by those to whom it was once a familiar sight. Called "deppo" by the blacks and "deepo" by the whites, it was a favorite meeting place for members of both races.

With its platform scarred by countless items of heavy freight, its walls discolored by smoke, and its paint pitted by cinders, it endured blistering summer days, when heat waves danced merrily along the rails, and cold winter nights when the yellow glow from its windows was often the only light to be seen in town.

Through this medium the townsfolk kept in touch with the world outside their own small community. It was the shipping and receiving point for many items needed in everyday living.

To it came their daily papers and over its wires the first news of important events.

The station also witnessed the arrival and departure of "drummers"—forerunners of the modern traveling salesmen—and they, too, helped keep the townspeople in touch with happenings in the larger cities.

Those drummers were great talkers. Many were regular callers in the town and, in addition to the local merchants, often were well acquainted with the hotel staff, the station agent, the postmaster, and the owner of the livery stable. From the stable they would rent a rig to carry them to outlying country stores. Sitting around a general store or in the station waiting room, they never lacked an audience. Most of their jokes would be called corny today, and many tales they told were pure fiction, but the small town always welcomed them. The drummers were part of rail lore.

No one who has waited for a train in one of those old waiting rooms will ever forget the experience. Typical of each were the hard benches with initials and strange designs carved upon their arm-rests; the Army

(or Navy) recruiting poster; the printed notice warning all trespassers upon railroad property that they were subject to fine and imprisonment; the gum-vending machine, and perhaps most unforgettable, the pot-bellied stove.

The agent liked to make people linger. He'd pointedly ignore the prospective passengers tapping impatiently upon the glass of the ticket window. Then, three or four minutes before train time, he'd suddenly throw open the window and yell, "Tickets!"

To the stranger in town, there was never any doubt as to the hour at which local passenger trains were due. About 30 minutes before their scheduled arrival—whether morning, afternoon, or early evening—the old, the idle, and the curious started drifting toward the station.

The old liked to discuss what it was like when the railroad was young. The idle came because it was a break in the monotony of loafing. Once the train had departed, they again sought nail kegs or empty boxes, opened their knives, and resumed the endless task of whittling. The curious wanted to know who arrived, who departed and, if possible, why. They also liked to examine the crates and boxes arriving by express and speculate as to the price and purpose of their contents.

The Sunday afternoon local usually drew the largest crowd. In addition to the "regulars" were those whose week-day jobs kept them much too busy to watch trains. There were romantic young ladies with their escorts, still younger girls seeking escorts, and to round out the crowd, country folks, baby carriages, bicycles, little boys, and dogs. Sometimes buggies too, and a surrey, with a fringed top and four seats for passengers, that met all the trains.

The practice described was both a habit and a custom. It was also a way of life not easily understood by those who never had a part in it. The oldtime depot was the focal point of many small-town activities. It may be aged and weatherbeaten, but it doesn't quiver at the rumble of huge trucks passing by or the noise of giant planes flying overhead. The only thing that might make it tremble, back in the days, would be the roar of a Mikado type locomotive or the stentorian tones of a leather-lunged conductor shouting, "Boa-a-a-rd!"—C.N. Brewer, former Illinois Central clerk at Memphis.

"Give 'em Hell, Harry!"

NOT MANY cities with populations less than 100,000 have their own "public" railroad. But Scottsdale, Arizona, does. A 30-acre railroad park houses two complete setups with three locomotives. But these are no ordinary trains—they are all 5/12th scale—accurately detailed to match the real thing, in this case, the Paradise & Pacific Railroad.

A local businessman, Guy Stillman, donated the trains to Scottsdale. The park itself was a gift from his mother and stepfather. Opened last October, it has remained open ever since for train rides, fun, and picnicking. Its station is an actual Santa Fe depot, erected in 1895 at Peoria, Arizona, and moved to Scottsdale for use as a museum of railroad memorabilia. Beside it stands the passenger car *North Star,* in which Harry Truman rode on his whistle-stop Presidential campaigns.

Elsewhere, the movie entitled "Give 'em Hell, Harry!", which depicts Truman's whistle-stopping, has a special meaning for two officers of the United Transportation Union, H.K. Ritter and A.F. White, both veteran Baltimore & Ohio trainmen. White was the conductor and Ritter the flagman on one of the Truman trains. The film was previewed by the National Democratic Committee, at which time Ritter told reporters: "Truman enjoyed going up to run the engines and chatting with the engineers. It gave him a big kick."

Barry Garland Films a TV Feature in the Big Woods of California

Scene: the Camino, Cable & Northern R.R. about 1968. (Left to right) Rosemary Pilcher, assistant; Barry Garland, movie camera man; Hal Wilmunder, engineer, and Spencer Michaels, reporter. Shay No. 4 is ex-West Side Lumber Company's 14.

Kenneth W. Yeo, P. O. Box 543, Auburn, Calif. 95603

Democratic leaders praised actor James Whitmore's portrayal of the 33rd President, right down to the "salty language" for which he was famous. The preview was to have been the first stop in a 10-state promotional train trip plugging the show. Producers of the film had arranged to pay Amtrak $107,000 for a seven-car copy of the campaign train used by Truman in 1948. Plans were scrapped, however, when Amtrak was said to have asked an additional $60,000 for an insurance policy to cover the crowds expected to show up at train stops. The irked producers turned thumbs down on the demand and, instead, chartered a jet plane for the tour.

News from Overseas

THE TREASURY ROOM of the great Cologne Cathedral in Germany, adjoining Cologne's main railroad station, was robbed of precious stones and gold and silver relics valued at millions of marks in a daring midnight raid on November first. Like human flies, thieves scaled the cathedral's 14th-century buttresses and swung down a Gothic wall with mountain-climbing spikes and a rope ladder. The place was patrolled by a guard who had no key to the treasury room. When he heard a noise inside the room, all he could do was ring an alarm and notify the police—too late!

This robbery reminds us of the rope-ladder which Oliver Curtiss Perry hooked onto the roof of two speeding passenger trains, at different times, on the New York Central. He swung into the locked express car through a window and robbed it, but was caught. Many years later he died, self-blinded, in an upstate New York hospital for the insane. As we go to press, the bold thieves who pulled the cathedral robbery near a railroad station have not been caught.

SOME of the world's most luxurious railroad coaches are available to railfan clubs or other groups. Seven special coaches, including that of the German Chancellor, can now be chartered from the German Federal Railways. Until recently they were available only for government VIP's and distinguished state guests. Each has communications facilities, two private apartments complete with bath, showers, and kitchens, and is air-conditioned.

BY MOUNTING an induction motor within a large diameter tubular railway axle, British Rail Research & Development engineers are working on a drive system for railway vehicles to overcome many disadvantages of the more traditional motors used currently for rail traction.

Maine Central's last operating 44-tonner still runs between Calais and Eastport. She's shown leaving Calais, Maine, Oct. 7, '74. RS's now retired for new U-Boats.
Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106

Motor designers, mechanical engineers, and electronics specialists at the Railway Technical Center at Derby, have designed a motor and power-control system which eliminates the troublesome commutator and brushgear problems of DC series or AC commutator motors. It removes the need for a gearbox and provides effective braking action.

The severe environment within a railway axle dictates that only a rugged AC induction motor could be used for the development. An "inside-out" configuration has been employed, using the axle walls as the rotor revolving around the fixed inner stator. Special power-conditioning equipment using thyristor inverters has been designed to provide the variable frequency and variable voltage supply necessary to get the best torque/speed characteristics from the motor.

Four prototype motors of a size which computer studies show would be suitable for powering multiple-unit trains are under construction for testing in 1976.

Riding the Trans-Siberian

AFTER riding—it seems endlessly—for some 2,000 miles on the dogged, chugging Trans-Siberian Railway, you reach the "minarets and battlements" of Novosibirsk, actually a rather drab and cheerless little city, and you have covered less than half the total 5,000 or so miles from Moscow to the shining Pacific.

A first-class train ticket to Novosibirsk sets you back 45 rubles, or about $64 at the official exchange rate. Plane fare is four rubles more. Each compartment in the train is comfortable enough, with wood-type panelling, a mock-oriental rug on the floor, and a clean tablecloth on a small table that juts out beneath the window. A tray of wrapped cookies is provided.

During the winter, the train consists of about 15 cars, including the diner. One, and perhaps two, are what the Russians call soft-class. These are two-berth sleepers—the ones on the Trans-Siberian were made in East Germany—and represent relative luxury for the army officers of the Soviet Union, the bureaucrats, factory managers, and tourists who pay extra rubles to ride them.

In summer, some *dezhurnayas*, those women who preside over the cars, dispense tea from woodburning samovars. Second class is somewhat more utilitarian. There are four berths and a bare table, although tea is served. Some trains have a third category, hard class, which is, in effect, a dormitory. There are two lavatories in every car. Water taps are marked cold and hot. There is rarely any of the latter.

As the train rumbles along, something about traveling makes you hungry. Sausages, herrings, breads, cheeses, compotes, pickles, yogurt, and *kaffir,* a fermented mare's milk, are brought out. The dining car on the Trans-Siberian, as on all Russian trains, is known as a *stolovaya* or workers' cafe. Its principle attributes are hot soup and a liquor license. Fruit is sold at exorbitant prices.

From the frost-tinged window of a railroad car, the view of the vast snow-covered western Siberian plain is awesome. For long stretches, it seems like a desert, barren to the horizon and passable only by train. (This account is condensed from a piece by Peter Osnos in *The Toronto Star.*) •

BARRY GARLAND

Interesting Railfan 157

by FREEMAN HUBBARD

Barry Garland working on his 1½″ scale arch-bar trucks in his shop in Oct. 1975. The trucks are for a wooden caboose that will be complete with full exact interior detail.

Barry's wife, Marge, answers his phone. The framed picture on the wall is the original of an illustration that Joe Easley made for the October '62 Railroad Magazine.

ONE BIG REGRET: "I should have been born 60 years ago and railroaded during the golden age of steam," laments Barry Garland. Actually, the stork brought him to Brooklyn, N.Y., on June 5, 1935, seven years after the first diesel-powered locomotive ever built for road freight service began pulling cars on the New York Central. That baby, as Jim Edmonston would tell you, was the 1550, an experimental model built by the American Locomotive Co. Its diesel motor was an Ingersoll-Rand and its electrical equipment a product of General Electric. This unit was symbolized the end of the bright steam world Barry would like to have grown up in. However, the old age died a slow death and he did enjoy its closing years.

Coalburners were still raining cinders over the Lackawanna, Jersey Central, Erie, and West Shore when Barry, at age twelve, and an older pal, Joe Steiger, began crossing the Hudson River on ferryboats to see them in action. One day the two boys, each wearing an engineer's cap, gauntlets, and overalls, spent much of their school vacation around the DL&W roundhouse at Hoboken, N.J. A kind foreman named Harry Moon let them shovel coal into the firebox of cold locomotives being serviced.

"As compensation for our labor," Barry recalls, "we got engine-cab rides from the roundhouse to the terminal. I would come home tired, dirty, and happy. I must have looked like a fright. My mother couldn't understand why I shoveled so much coal without pay or I had fun doing it."

He stole many free rides on strings of varnish but never hopped a freight. Barry and Joe would go to New York's old Penn Station—the one since torn down—and wait for a passenger train to arrive. After everybody had gotten off, they'd sneak on board and lay low. Soon the train would move to Sunnyside Yard for servicing. It was then the world's larg-

Doubleheaded Shays on the Feather River Railroad pull an excursion train with 1400 passengers in 1962 on the last run of this northern California steam short line. Barry Garland was treasurer of the Sierra Mountain Railroad Club that sponsored the trip.

Photograph by Barry Garland

est passenger-car yard. The boys would get off and look around for another train to take them back to the station. Occasionally they rode the *Broadway Limited* and other big names. This glorious era lasted until an unromantic bull caught them and put an end to their free rides.

When he was 14 Barry began reading *Railroad Magazine,* especially its fiction. "I longed to be a railroad man," he tells us. "That magazine was my textbook, my window on the railroad world outside of the New York area."

At 16, Barry landed his first railroad job: baggageman on the New York Central for one summer. Being an employee, he got a pass which worked wonders for him. Once he took a friend to Montreal just by showing the conductor his pass. He even used it on the Pennsy to visit the B&O Railroad Museum in Baltimore. (Today, railroad passes no longer have the magic they once had.)

From as far back as he can remember, Barry has been a model railroader. In childhood he slept in a bed under a table on which displayed his HO gage layout. While in high school he introduced rail hobbies to a schoolmate, George Foster, who later became a railroad historian and author; and in February, 1954, George introduced him to Marge Phillips at a dance in the Dutch Reformed Church in Brooklyn.

Marge was a high school freshman. Her vivacity and beauty of face and figure impressed Barry and he began dating her. She was proud to be seen by a senior who was nearly six feet tall, dark-complexioned, and in her eyes quite handsome.

"He'd take me for rides on New York Central trains with his pass," she remembers, "telling the conductor I was his sister. One conductor said with a grin we were the friendliest brother and sister he'd ever seen. Barry had a 1947 Ford that he'd overhauled. This impressed my father, who was never quite convinced that we did nothing but talk while we were out in the car. Barry could tell some good stories, and when he left off I wanted to hear more. I fell in love with him because I knew that as long as we were together I'd never be bored."

FALLING in love at an early age can be frustrating. In February, 1956, when Marge was only 16 and wanted to get married, her parents refused to permit it on the ground that she was too young. So the lovesick couple eloped. Using Barry's pass again, this time down to South Carolina, they became man and wife in a state where a girl of 16 did not need her parents' consent for the ceremony. After a brief honeymoon they rented an apartment in North Bergen, N.J., just up the hill from the West Shore roundhouse, and began housekeeping.

But that's going ahead of our story. After Barry graduated from high school he got a job as towerman on the NYC, working the mainline out of Grand Central Terminal, including the very busy NK tower, just west of the tunnel entrance to the big station. He also learned to take train orders at another tower, BN, on the Putnam Division.

Says he: "It is hard to believe, with my present job as a news cameraman for KCRA in Sacramento, that as a boy I never took photos of railroad subjects. No pictures to remind me of the time I spent at SK tower on the Central's electrified division. Tower operater Ulrick Despreoder taught me, as a 16-year-old, how to operate the interlocking plant at Sedgewick Avenue on the Putnam Division. The New York Central had steam then,

but I have no pictures of my own to prove it. No shots of Niagaras and Hudsons blasting northbound out of Harmon, N.Y., where the electrified trackage ended. No pix of the Hudson River streaking by from the rear cab of an electric engine pulling the *20th Century* from Harmon to Grand Central, and no views of Jersey Central Camelbacks. I rode them often in the rear cab with the fireman. They're all gone now except for one in the B&O Museum."

After a year as towerman he went firing on the West Shore Division. "Being on the West Shore was the best railroading I ever did," he informs me. "For a while I worked as a road brakeman, then yard clerk, switch tender, even in the roundhouse. But when the railroad dropped its commuter trains, I was laid off, with little hope of returning to the West Shore for years. So Marge and I threw out some of our belongings, packed the rest in a 1947 Studebaker, and drove some 3,000 miles through cities and towns, prairies, deserts, and mountains to California, where we have lived ever since."

Barry was then 21 and his bride 17.

"He's always been a good husband and a good provider," she enthuses. "Always sure he could get another railroad job when he wanted to. My own interests are pretty much the same as Barry's. After more than 21 years of trains for breakfast, trains for lunch, and trains for dinner, I'm definitely train-minded. I've learned to spot them and chase them, driving the car while he shoots pictures. At times he'd yell because I was driving too fast or too slow, and I'd cry. But nowadays it doesn't make me cry. When he starts yelling, I stop the car quickly, trying to throw him off balance, and tell him to 'shape up' or drive the car himself. There are times, too, when he doesn't seem to be listening to me at all, because his one-track mind is off on a train. But I love him very much."

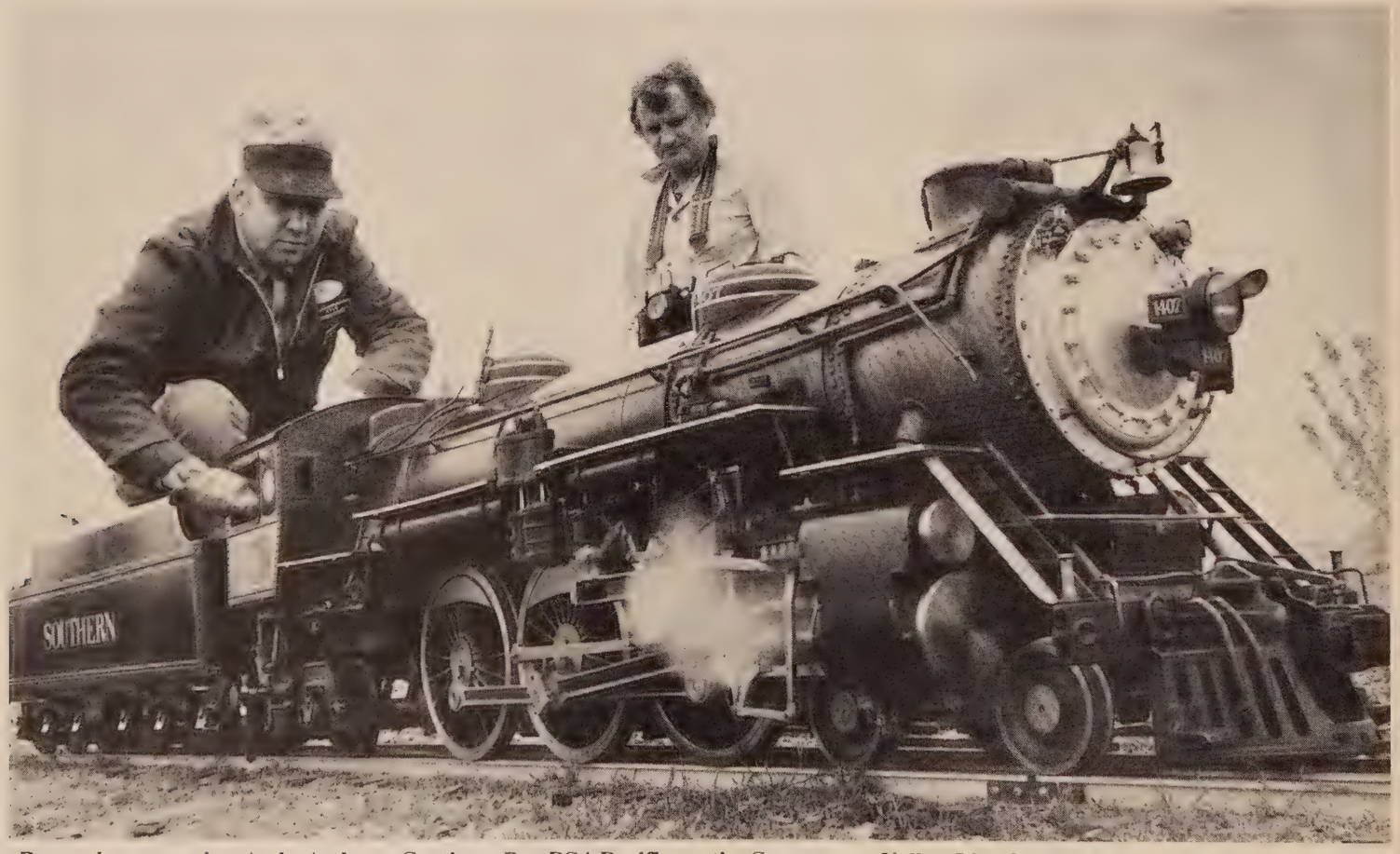
They have three children: Richie, 17; Glenn, 14, and Alan, 8 years old.

ARRIVING in California, Barry got a job with the Southern Pacific, which still had steam then, and he made two student trips in cab-forwards 4-8-8-2's. He worked for about a month as a hostler in Roseville, moving steam engines out of the roundhouse for fuel and water. That fall he was laid off, but managed to get a job on the Western Pacific. He stayed with the WP about a year, firing from Portola, Calif., to Winnemucca, Nevada. When he was furloughed again in the fall of 1958, he left railroading as a vocation and it once again became his avocation.

He was working at a rocket manufacturing plant when he met Mac Owen. Mac was a documentary film cameraman and Barry was a tool-storeroom clerk. The two fellows, with about six others, met at Mac's house in Auburn, Calif., in October, 1958, and founded the Sierra Mountain Railroad Club.

Mac got Barry interested in moviemaking. Our *Interesting Railfan* bought a used 16mm camera for $300 and the two guys made many trips together to film the last vestiges of steam railroading in the West. As a result of the photographic skill acquired through his association with Mac, Barry got his present job with KCRA-TV at Sacramento in the fall of 1965.

Rose Negro, secretary to the KCRA newsroom, says of him: "Barry always looks neat and gives the appearance of preferring things orderly, including himself. He is an in-



Barry shown running Andy Andrews Southern Ry. PS4 Pacific on the Sacramento Valley Live Steamers track in Rancho Cordova, Calif. This 1½″ scale 7½″ gage engine weighs over 1,000 lbs. and is oil-fired. The compound air compressor pumps water instead of air. Barry says the engine runs as good as she looks. Dr. Denny Anspach of California State Railroad Museum looks on admiringly.

Sacramento Bee photography by Frank Stork

Our hero took this photo of Sierra Railroad movie train at Jamestown, Calif., in '64.

Photography by Barry Garland

teresting conversationalist and can manage a convincing British accent when necessary. In June he plans to go on a two-week tour of England to ride and photograph its narrow-gage steam trains, with a party of 15 to 20 people, including myself."

Michael M. Boyd of KCRA-TV News writes: "In the ten years Barry and I have been close friends and colleagues, the experience has been one of a growing awareness of California history and the significance of railroad men and machines in reshaping it. Portions of this we revived together. For example, in order to film a mini-documentary on *Gandy Dancer,* we had to assemble an entire modern-day maintainance crew and, through the memory of a couple of oldtime line supervisors, actually school these people in using their shovels and feet in unison to tamp the ballast around the ties of the trackbed under repair.

"On another occasion, Barry persuaded as Espee foreman to bring out of mothballs an old, three-wheeled handcar which had been hidden away for more than 20 years in a shed. It played a star role in our film. Immediately following television exposure, the supervisor found his machine snapped up by the Sacramento city-county Historical Society for display in its museum.

"Some years ago, Barry and I decided to try and show the hardships of keeping the trans-Sierra railroad open in winter. The result was a two-day trip during a heavy snowstorm which paralyzed all mountain traffic. We were able to capture the battle to reopen the railroad by riding seldom-seen rotary snow plows and huge winged plows. The battle of clearing the railroad was successful, while a few hundred feet below, on film, we showed a major 'all-weather' highway still closed. Barry and I spent a day far below the earth's surface in the famous Norden tunnel, a center for SP winter operations. We presented for television a feature report on individuals (men, women, and children), appropriately dubbed, 'The Tunnel People'—individuals who lived beneath the ground and snow for months at a time.

"The list of railroad coverage is endless. I have filmed with Barry all over the world. Rarely does he let an opportunity pass without visiting, inspecting, and filming some railroad or locomotive that most travelers would pass by.

"On the last ride of the *California Zephyr,* the typical newspaper or TV crew covering the story (if, indeed, they did anything at all) might have spent a few minutes aboard the train at easy-to-reach stop and taken a picture or two of the *Zephyr* pulling in or out of a sation. The Garland approach to this event was to fly to Salt Lake City, Utah, meet the train, and ride it all the way to Oakland. By prior arrangement, Barry had stationed cameramen at strategic points on the ground and in the air to film the *Zephyr.*

"In 1972, during the filming of an American Heritage series, Barry and I wound up one evening in Gettysburg, Pa. We had an assignment the following day which had nothing to do with railroad history. Yet about 9 that night, both of us ended an after-dinner stroll at an old-railroad station of the vintage Western Maryland. He struck up a conversation with a sleepy stationmaster. An hour later, we found ourselves crawling through the dust and cobwebs of the station loft, sorting out old bills-of-lading, hoping to find written railroad documents that dated to the exact day Lincoln had come to Gettysburg to deliver his famous address. Though unsuccessful, we did glean documents and memorabilia dating to 1890s and beyond."

BARRY has served the Sierra Mountain Railroad Club as trip chairman, secretary, and program chairman. The club's excursion for the last run on the Feather River Railway, with doubleheaded Shays, was the largest railfan trip ever operated in California, with 1,400 passengers the first day and about 600 the second. The club's bank account, even after 12 years, is still reflecting the profits.

Today, Barry is more interested in the Sacramento Valley Live Steamers, of which he is secretary. It has 55 members devoted to small-scale railroading (one and 1½ inches to the foot). The locomotives are exact replicas of prototypes, are fired by coal or oil, and can pull six or more cars with about 30 passengers. Track is dual gage, 4¾ inches and 7-1/12 inches, in a park at Rancho Cordova, Calif. Club meetings on the third Friday of each month are open to the public.

Many of the members have never built a model. But Barry is slowly building a Wabash Mogul in 1½-inch scale. He bought castings for the cylinders, which he machined, and designed his own boiler, with some help from Ed Yungling. His shop, with the necessary tools and other equipment, occupies a two-car garage. He also collects model live steamers in smaller scales and now has half a dozen. Some day he hopes to have a small museum to house his growing collection of them and other railroadiana.

His railroadiana includes loco builders plates, a number plate from a Wabash Mogul, a Virginia & Truckee harp switch-stand, and a link and pin coupler. Also a steam gage, old waybills, timetables, train orders, rulebooks, passes, an antique station clock, and switch lamps. A WP baggage cart reminds him of his first rail job. In addition, he has some old dining-car china and silverware, railroad signs, and a lot of railroad books, all

Antelope & Western 3 ft. gage road in Roseville, Calif., in 1964. Mogul operated in Guatemala before bought by Hal Wilmunder. She ran on A&W and Camino Cable & Northern until 1975 when she was sold to Genesee County, Mich., for a tourist road.

Photograph by Barry Garland

at his home, 5005 Deerpark Circle, Fair Oaks, California 95628.

His wife tells me: "Barry doesn't like watching television. Never goes hunting or fishing and only rarely to movies. I do all the cooking and nearly all the housework, but sometimes he helps me with it. He's very handy. Can fix any appliance, large or small; can paint, build, or rebuild almost anything. We never have repair bills, even for cars. This provides extra money for his hobbies. He is neat and tidy. People say his shop looks like a showpiece."

The Garlands' menagerie consists of a Dalmatian named Casey, two cats, and four goldfish. Hanging on a wall in their home is a Joe Easley original drawing, used in October '62 *Railroad Magazine* and an 11x14-inch color print of one of Barry's photos showing a Denver & Rio Grande narrow-gage engine in Cumbres Pass, with a storm gathering. More than 4,000 copies of this photo have been sold! How many other fans can boast of having sold so many copies of one of their pictures?

Our hero is no subject for a health-magazine feature. He does not exercise nor does he take vitamin or mineral supplements to what he calls "a balanced diet." According to his wife, Barry is too fond of rich foods, especially desserts, which she says "has caused both of us to get a bit heavy." However, he does not smoke or drink. He eats rapidly, makes quick decisions, but ordinarly moves at a moderate pace.

When he visits England he makes it a point to visit Vic Spencer at Lydd, near Dugeness, and on one occasion spent a week with Vic in his 200-year-old farmhouse. They did what most railfans would do; talked about trains, rode trains, and chased trains.

Vic comments: "I first met Barry Garland in 1970 at the little Romney, Hythe & Dymchurch Railway, in which he is greatly interested. He is obsessed with model locos and trains, and pays much attention to details, whether in building his own loco or making a superb film. But he seems to expect the same standards from everybody else, which can be a little trying for some people. For example, he sends me tapes replete with ideas for promoting our hobby, leaving me to work out the details. These may involve a lot of research—sometimes to no avail, as by the time Barry gets my reply he is off on some other idea."

BARRY has done many movie stories on railroads in the West. In 1969 he and Kent Pierce did a five-part documentary on the building of the Central Pacific Railraod, concluding the film with a trip to Promontory for the gold spike reinactment. The SP public relations people say he has done more television stories with them than has any other media. Most fascinating was a snow-clearing story in the Sierras, which he filmed from a Jordan spreader.

"Even when I first met Barry nearly 17 years ago," says Kenneth W. Yeo of Auburn, Calif., who has been reading *Railroad Magazine* for almost four decades," he was—as he still is—quiet and reserved; yet he makes a lasting impression on you. In giving his friends and associates a helping hand, he seems to be at the right place at the right time.

"One of my first rail-photo jaunts with him was on the Nevada Northern. With us also were Mac Owen and Ron Larson. The three of us huddled on a switch-stand for Barry to take a group shot. A train shooting by suddenly at about 55 miles an hour rattled the switch-stand, nearly shaking us off. I'll never forget Barry's hearty laugh at our predicament.

"My latest trip with him was made to Portland, Ore., to help work on the 4449 for the American Freedom Train. Barry also had an assignment to do a series of photos on Amtrak, so we all went by train. Boarding at about ten a.m., we prepared for a busy trip of filming it. The late hour, however, found most passengers bedded down for the night, so we put off our project until morning.

"It must have been three a.m. when the silence awakened me. A light snow was falling in the dim light of early dawn. I woke up Barry and the rest of the gang. We dressed, headed for the vestibule, and saw a business car coupled onto our rear. After breakfast, we learned it was occupied by Charles Babers, superintendent of the Espee's Portland Division. Mr. Babers extended the hospitality of his car to us and we rode with him enjoyably through the snowy landscape of the Cascades. Upon reaching Portland, Barry suddenly realized with dismay that we had no Amtrak footage except a little of the train in the white stuff. You can bet he worked his camera very hard on the return trip." •

MALLORCA RAILWAYS

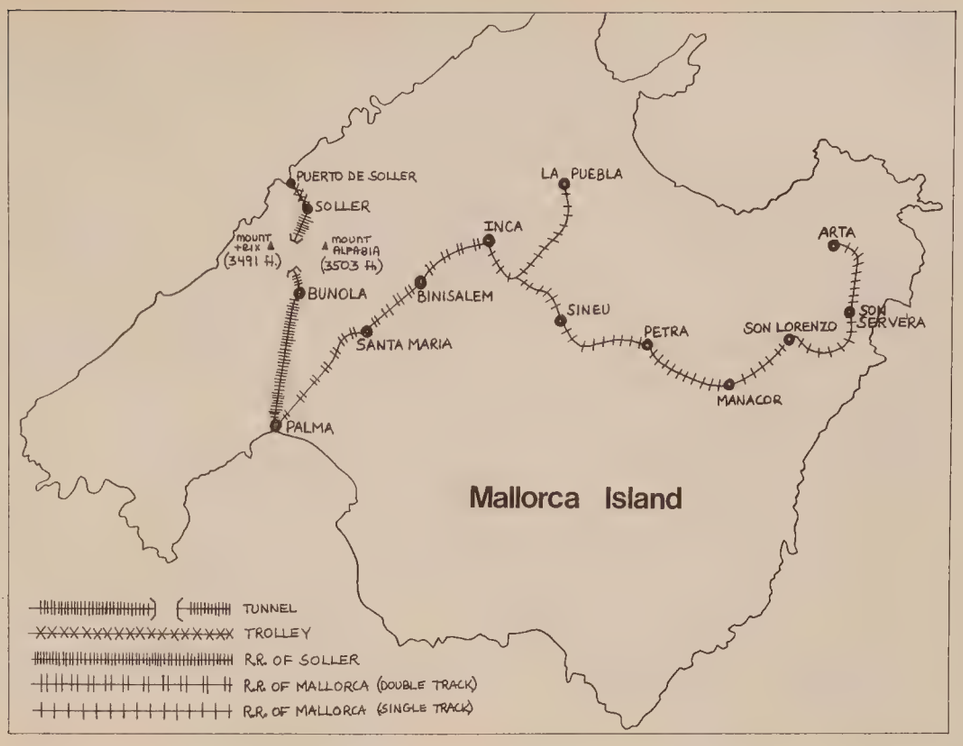
Text and Photographs by William T. Morgan

SUN-WORSHIPERS for countless years have been flocking by ship to the beautiful Balearic Islands, stretching like a great dinosaur in the blue Mediterranean, some 110 miles off the southeast coast of Spain. Tourists come to view the historic Norman-period watch towers, traverse the wild countryside, admire the impressive old cathedral at Palma in Mallorca, and buy world-famed Spanish laces. Nowadays, also, they can ride two interesting rail lines.

Although Mallorca Island is only 70 miles long and 50 miles wide, it has two 36-inch-gage railroads: Ferrocarriles de Mallorca and Ferrocarriles de Soller. Both roads start in Palma, a good-size city of about 136,000, the capital not only of Mallorca but of the entire Balearic group as well. Near Plaza Espana, in downtown Palma, the two railroad stations are just across the street from each other, but do not connect.

The longer of the two railroads, Ferrocarriles de Mallorca, runs northeast from Palma. The 18 miles to Inca is double-tracked, the only double track on the island, and the more heavily traveled line. About 15 trains a day, each way, run over its right-of-way. Leaving Inca, the track bends to the southeast for four miles before splitting like a two-pronged fork on a secondary highway. One route curves northeastward toward La Puebla, eight miles distant, while the other ribbon of steel continues southeast through Manacor, second largest city on the island. From Manacor the line swings northeast, ending at Arta. The trip from Palma to Arta, approximately 59 curving railroad miles, takes two hours and costs 76 Spanish pesetas, which is about $1.38 in U.S. currency.

The Railroad of Mallorca uses diesel railcars for power. Trains consist of either a railcar alone or pulling a single coach. Most of the passengers are people working in Palma but living elsewhere on the island. As tourism is the main industry, and with over one-third of the island's population in Palma, most of those involved in the tourist trade are employed there. Villagers also take the trains for shopping trips to the capital.



Passengers in Palma are waiting to board incoming train on the Mallorca Railroad.

Photographs by William T. Morgan, OPS/MET Code 30 NAVSUPPOR Antarctica FPO San Francisco 96601

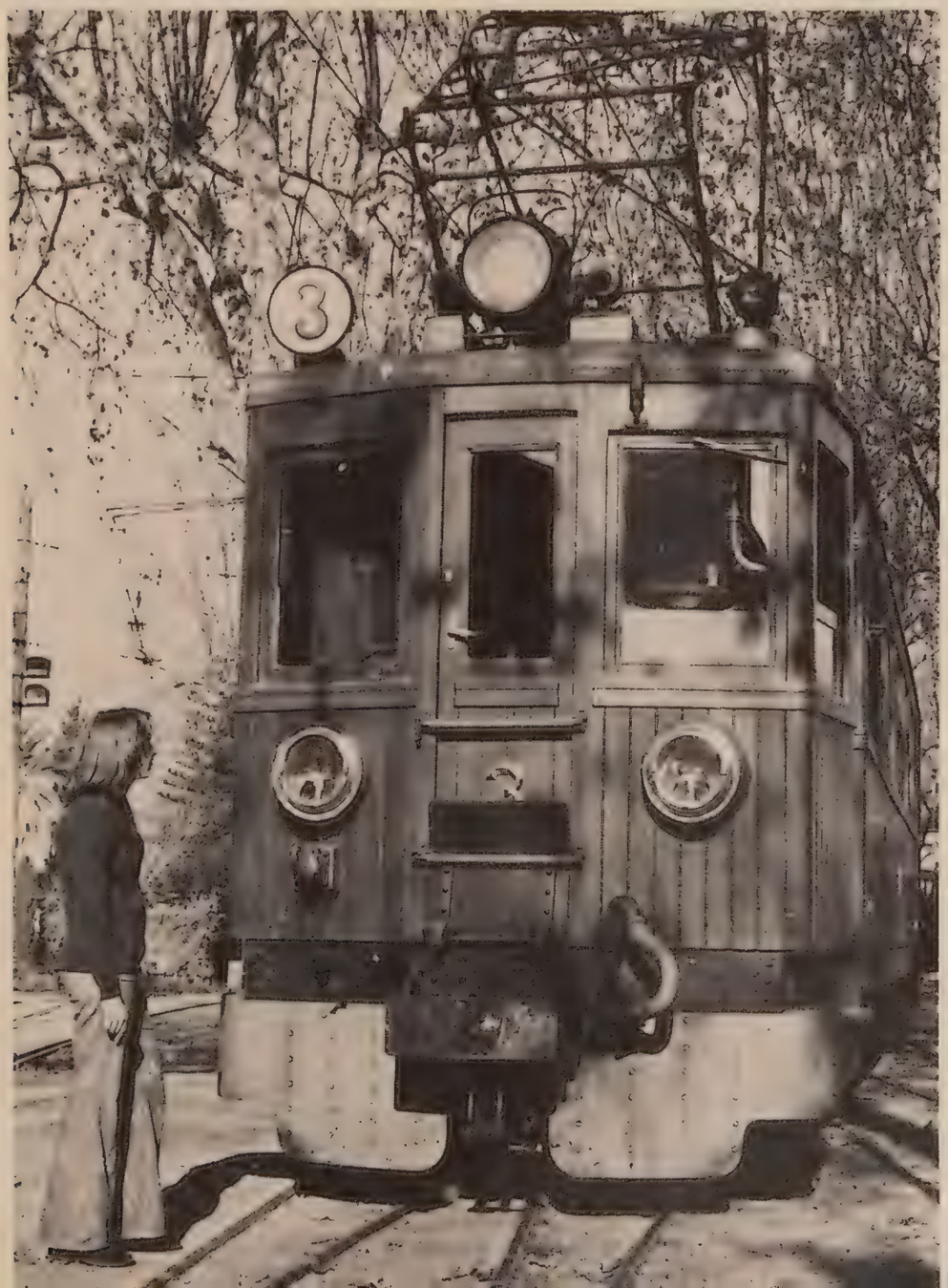
Ferrocarriles de Mallorca railcar 2001 has just arrived at Palma, from Inca, Dec. 30, '74, while 2027 is ready for run to Arta.

No. 3 of the Ferrocarriles de Soller eases past trolley barn in Soller as it heads for Palma, Dec. 22, '74 on 2:30 P.M. trip.

Train from Soller arrives in capital on FdS pulled by No. 2, built in Zaragoza, Spain.

Finoa Gordon, an English tourist in the Palma depot, boards train for the 19-mile scenic ride to Soller.

Gal looks over a Ferrocarriles de Soller wooden-body unit near the Soller station.



In downtown Palma you stroll along tree-lined Via Roma and its a profusion of fresh flowers. Working at one stand is an old Majorcan woman with a leathery, wrinkled face, gray hair, and gnarled hands, while at the next you see a girl of perhaps sixteen with roses-in-bloom cheeks, bewitching brown eyes, and long, cascading, black hair. Walking further, you come to streets filled with souvenir shops—hand-carved Spanish cannons, crafted leather belts and handbags, olive-wood wine glasses, fine imitation pearls, and so on. Crossing Plaza de Espana takes you to Avenida Juan March, a very busy street. Directly ahead are the Ferrocarriles de Mallorca train station and, a block away, the other depot.

From Palma to Inca, 18 miles away, is all double track, the busiest stretch of steel on the island, accommodating about 15 trains a day each way. Between those two points the trains stop at Pont d'Inca, Santa Maria, Consell, Binisalem, and Llosetta. The scenery enroute is mostly grazing sheep, fig trees, vineyards, and olive trees. Some olive trees, at least a century old, twist their trunks in dreamlike contortions. Much of this run is along a highway on which run motor vehicles, including motorbikes piled high with vegetables that elderly women are taking to market, and two-wheeled carts pulled by oxen.

Beyond Son Lorenzo the tracks curve eastward near the shore for a couple of miles. With the tracks at an

FdS No. 3 waits alongside Soller station platform with 2:30 p.m. train to Palma. Streetcar uses tracks on left from station, through the town, and on to the port.

Ferrocarriles de Mallorca railcar 2027, running as train 4512, leaves Palma for Inca under bright Balearic Island sun. No. 2027 was built in Madrid, Spain, in '52.

elevation of about 600 feet, you behold the modern resort town of Cala Millor, with tall hotels and apartment buildings, beside the sparkling Mediterranean Sea. Screaming gulls cut patterns in the blue sky, and with pleasure you sniff the salt air. Arta is a very spanish-looking. Almond trees abound; the natives call their white petals "Mallorca snow." From a hilltop fortress you contemplate the anomaly of old Spanish houses bristling with TV antennae.

The other railroad, Ferrocarriles de Soller, runs almost due north for 19 miles to the rather enchanting village of Soller. It passes through scenic mountain country and a long tunnel before reaching the other end of the scenic mountain country and a long tunnel before reaching the other end of the line. Each train consists of five to eight coaches, powered by one of three electric locomotives built in 1929 at Zargoza, Spain. Five daily trains run each way, all usually loaded. There is such a demand for transportation that many prospective passengers, mostly tourists, have to be turned away. The 50-minute ride is a *must* for travelers from other parts of the world. Its fresh mountain air and exciting vistas are right out of the travel folders.

After pulling out of the station, your train negotiates a gentle S-curve, runs through the middle of Eusebio Estada for several blocks, and then swings left down the middle of Teniente Oyaga and out into the countryside. Flat pastureland dotted with sheep give way to more uneven terrain and orange trees. You cut through Bunyola village into the lush valleys beyond. Here orange trees grow so close to the track that, if you are careful, you can pick them from your seat.

The countryside becomes more mountainous as you near Alfabia, whose peaceful gardens are most inviting. Groves of poplar trees lead to a palace with a baroque facade and entrance, with quaint Arabian paneling of the 12th century. Near Alfabia the train enters a long tunnel between two mountains, generating wind that bounces off the cavernlike walls onto the passengers. Wheels pounding over rail joints echo hollowly.

Soon you come to Soller, in a blissful valley surrounded by mountains dominated by Puig Major, the highest peak (4,741 feet). The train gradually descends the mountainside, giving you a closer view of the town every minute.

Arta is the end of the line for Ferrocarriles de Mallorca trains. Here on Jan. 1, '75, railcar 2002 is running around a coach to get ready for return trip to Palma. Train arrived as No. 4532 and departed as No. 4535; big numbers for such a small train.

The majestic cathedral towers far above all other structures. As you approach the station you see a trolley barn with stained-glass doors and at the right a tiny Renault rail inspection car in front of the enginehouse.

In the center of town gray-haired men sit and talk, while young girls in short skirts or tight pants come to chat and draw admiring glances. The town's only traffic light, alternately red and green, stands on one side of the plaza. From the kitchens of sidewalk cafes comes the whiff of *sobrasada, frit de porc* (fried pork), and the sweet aroma of *ensaimada,* a native pastry.

Leaving the train at Soller, you can walk to the street and catch a tram to Puerto de Soller, a lovely seaside village, two miles away. From its Soller station, the tram soon rolls beneath the spreading branches of a magnificent large tree, a landmark, and curves across Plaza de Calvo Sotelo. Mallorca Island is an interesting place to visit. Just imagine a paradise where, when and if you want to take a break from watching the pretty, dark-eyed senoritas, you can photograph railcars, electric locos, and streetcars. •

Trolley No. 3 eases down the street in the picturesque village of Puerto de Soller in bright sunlight on December 30, '74.

STEVE MAGUIRE'S

TRANSIT TOPICS

A GRANT of $7 million to the Chicago, South Shore & South Bend, made by the Urban Mass Transit Administration four years ago to help pay for 21 new electric commuter cars, has been cancelled by UMTA because matching funds were never set aside by local governments in Indiana and Illinois. Furthermore, inflation made such a grant hopelessly inadequate.

Recent increases in cost of rapid transit cars figured in the decision. Cars that could have been bought for $300,000 a few years ago cost $500,000 about five years ago and are now valued at about $800,000 apiece! Some aid has been given the South Shore line by subsidies from the Regional Transportation Authority, but much more than this is needed to keep alive the 80-mile interurban line that carries 3500 commuters a day. Apparently there is great reluctance from Indiana authorities to help the line. They seem to feel that it has a negative value to their state in that its upgrading might well result in a rapid and permanent exodus of Chicagoans from the city to Indiana towns and cities. Our news came from David Nelson of Ann Arbor, Michigan.

BRITISH COLUMBIA officials plan to test a German tramcar at Vancouver, Victoria, and Burnaby, probably in February, writes Gary E. Woodley of Victoria. The car will come from Frankfort, Germany, and in each city a catenary will be put up for it to run on existing rails. In Victoria, overhead wires are being erected above tracks of the Esquimalt & Naniamo, a CP Rail subsidiary—street trackage leading to the Government Street rail yards. B.C. Municipal Affairs Minister James Lorimer says that if the cities approve the system, it could be operating in two years with German cars.

AIRTRANS passenger transport operation at the Dallas-Ft. Worth airport in Texas closed down in September after a dispute over $18 million override claims. A suit has been instituted by both Texas cities and the Airport, seeking $142 million in damages, according to Wally Eakins of Dallas. Named in the suit as defendants are LIV Corp. and LTV Aerospace Corp. that designed and installed the automated shuttle car system. Meanwhile buses are transporting passengers over the route at a cost of $40,000 a day.

Cars have Roman numerals on Postlinzborgbahn running to Linz, Austria, monastery.

Andrew Wittenborn, 152 Mountain Road, Pleasantville, N.Y. 10570

When Mass. Bay Transportation Authority wanted wire renovation help for new LRV cars Seashore Electric Ry. loaned them ex-Claremont (N.H.) Ry. linecar 4.

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

IS SUBWAY construction pricing itself out of business? That question is being considered by Gordon Hurlburt, chairman of Toronto Transit Commission, according to Michael Best, columnist, *Toronto Star.*

"We have to face the facts," says the TTC boss. "The price tag is getting beyond our means. We have to look at other means to do the job."

A look at a few of the figures underlines his point. It's 21 years since our first subway line—the first in Canada—was opened. That was the original five-mile stretch of the Yonge Street line from Union Station to Eglinton Avenue.

The cost was $67 million, or roughly $14 million per mile. The University Avenue line, 1963, and the original Bloor-Danforth line, 1966, worked out to $20 million a mile.

The Yonge Street extension from Eglinton Avenue to Finch, completed last year, cost about $26 million per mile. The Spadina line, due to open in April, 1977, has a price tag of $155 million, or just over $25 million per mile. (The cost of this line has been kept down because a big stretch of it runs above ground in the median strip of the Spadina Expressway right-of-way.)

The only other subway construction now underway in Toronto, or about to start, is a one-mile extension at each end of the Bloor-Danforth line, costing an average of $40 million per mile. Hurlbut believes some system of elevated trains, moving swiftly and silently, lies in TTC's future.

Besides the possibility of elevated trains, he's looking to "light rapid transit," which for practical purposes means streetcars running on independent rights-of-way, basically at ground level, but ducking into tunnels to bypass traffic trouble spots.

For its new light rail equipment, TTC has already signed several contracts. One is for $75 million to cover bodies of 200 cars, the first 10 of which are to be built in Switzerland. And a $24 million contract has been signed with Garrett Manufacturing Ltd. for 200 sets of propulsion equipment for the new light rail vehicles.

SELDOM do railway museums get aid from public bodies. In the past, one of the few sizeable grants we can recall allowed the Baltimore Streetcar Museum to build its large carbarn to house its rare collection of old Baltimore trolleys.

Now the Ontario Electric Railway Historical Assn., operators of Halton County Radial Ry. line near Rockwood, has been granted $5,000 by the Provincial Government of Ontario to aid in developing the museum. A second $5,000 may be given upon completion of the Museum Display Building that will house several trolleys now stored outside, provided the museum can match it dollar for dollar. Cost of the new structures will be around $18,000. The Assn. is seeking funds to pay the rest of the cost. Contact the museum at Box 201, Scarborough, Ont. Canada.

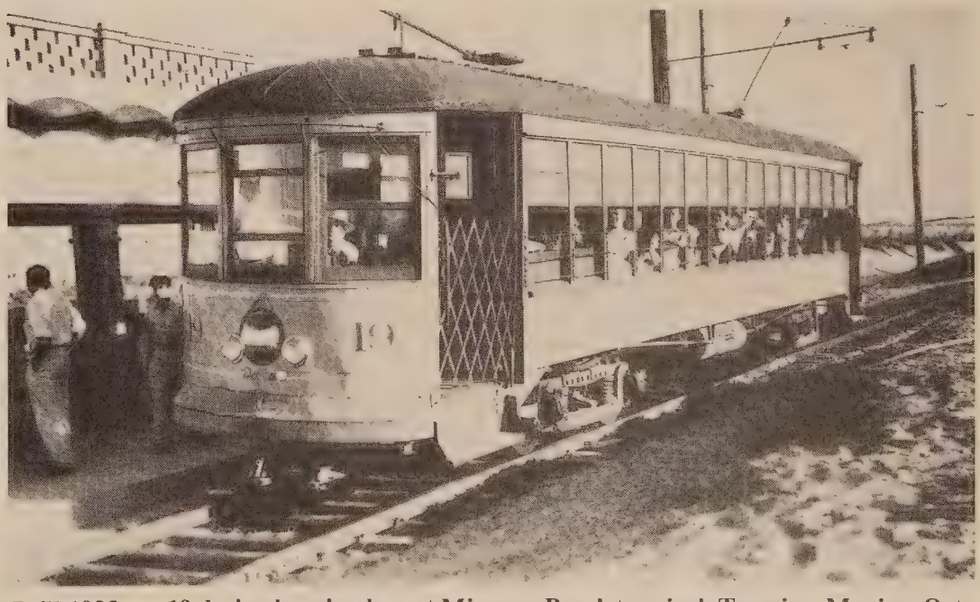
OERHA recently exhibited museum pieces and pictures at the Canadian National Exhibition in Toronto. Also on display was a mockup of the proposed new light rail car for Toronto; old Peter Witt car 2424, owned by the museum but leased to TTC, which refurbished it into fine appearance for tourist tram service, and a full-scale model of the van de Poele electric car that ran in Toronto in 1895.

MEXICO CITY'S first serious subway accident occurred last October 20th. A rush-hour train approaching Viaducto station was stopped when some fool pulled the emergency cord. The following train ran into it with much force, plowing halfway through the rear car of the first train, which itself was pushed up into the station roofing! Twenty-six persons were killed, more than 60 injured.

We thank those who sent us this news, particularly Luis Leon Torrealba of Mexico City, who has been contributing to this department for almost a quarter-century. Luis also confirms reports that Tampico's trolleys have stopped running. This was the

New York City could learn much from this 1975 subway scene in Munich, Germany.
Photograph by Andrew Wittenborn

Hard to believe, but this is all that remains of MBTA Thompson Square station of Charlestown, Mass., el line. Best news is that old structure will be saved.
Photograph by Norton D. Clark



Brill 1923 car 19 during happier days at Miramar Beach terminal, Tampico, Mexico, Oct. 1956. Line was abandoned after prolonged strike that began in Nov. 1974.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Tampico-to-Miramar route of what once was part of a larger city system operated by the Tampico Light, Power & Traction Co. In 1934, employes bought the lines and operated them as Transportes Electricos Tampico-Miramar. In November, 1974, a fare raise caused the loss of many regular passengers. That, coupled with a strike lasting five months, caused the end of rail operation. Reportedly, all rolling stock has been sold at a very low price. This included many PCC cars and some 1923 Brill semi-convertibles with matching trailers.

PHILADELPHIA'S trolley system was dealt a hard blow in the early morning of last October 23rd when the old Woodland depot carbarn caught fire. Before the five-alarm blaze was halted, 54 cars were destroyed. These included 47 PCC's and seven work cars, including number 5001, an ex-passenger car being rebuilt for tourist tram service.

ORANGE EMPIRE Trolley Museum of Perris, Calif., has merged with the California Southern Railroad Museum to form a new organization, the Orange Empire Railway Museum. By a landslide vote, both groups approved the merger.

WITH CONSTRUCTION of the new Baltimore, Md., rapid transit system scheduled to begin soon, it has been suggested that the line be built for and served by light rail vehicles instead of conventional trolleys. A recent article in the *News American* of Baltimore, written by Gunther M. Gottfred and sent us by Lu Cummings, Lancaster, Pa. questions its adaptability for the Baltimore system. In it Mr. Gottfred says:

"As one who has studied mass transit in Europe and was employed by a European transit system I believe there is a misconception of the light rail transit concept—both as to how it applies in Europe and as to how it could be adapted here. These systems consist of short sections of subway in the core areas of the cities and reserved rights-of-way in the median of very wide arterial thoroughfares which have replaced ancient, narrow streets. They were developed after World War Two when these cities were rebuilt.

"The 'light rail' systems provide a very good transit service because they have a higher capacity than buses and not the great capacity of rapid transit which in these cases is not needed."

Gottfred's letter brought this reply from George Tyson, also of Baltimore:

"Claiming to be an expert on European systems, Mr. Gottfeld did not reveal that he is employed by one of the two major local proponents of heavy rail rapid transit, the Mass Transit Administration (MTA), where he is a governmental relations coordinator.

"As the MTA has already spent $29 million planning and justifying a subway, its employes cannot be expected to objectively analyze alternatives, no matter how rational.

"By raising spurious arguments against light rail, Mr. Gottfeld and other obstructionists obscure the main point—that building light rail is the only way the Baltimore region will ever get a rapid transit system of any kind. (The two proposed 14-mile segments of Phase One do not constitute a system.)

"An adequate heavy rapid transit system would cost $10 billion and will, therefore, never be built. A 200-mile, regionwide light rail system would cost $600 million or less and could be built in five years,"

New Electric Publications

HARTFORD & SPRINGFIELD STREET RAILWAY CO., by Michael C. Devito, 190 pages 8x11˝, hard cover binding, is published by Connecticut Valley Chapter of NRHS, P.O. Box 232, Warehouse Point, Conn. 06088. Price, $15.

For the third time, as we recall, a traction-line history covers the line's operations that in earlier years extended over the same right-of-way as the existing trolley museum line now uses. The earlier examples were the Atlantic Shore Ry. book that included operations of the Seashore Electric Railway today on its right-of-way at Kennebunkport, Maine, and the Elgin & Belvidere Ry. volume covering the line's history on the right-of-way now part of the Illinois Railway Museum at Union, Illinois.

The H&S was unusual in having served routes on both the east and west sides of the Connecticut River, connecting Hartford, Conn., and Springfield, Mass, 26 miles apart. However, it owned only the middle section of the track and ran into the cities at each end over rails of the local systems. The H&S midsection was at Warehouse Point, where the present museum line is located. The line folded in 1926. Devito's book recalls the days of the two mainlines and the route to Rockville that used the museum right-of-way through Warehouse Point.

STAMPEDE CITY STREETCARS; *The Story of the Calgary Municipal Railway,* by Colin K. Hatcher, 88 pages, 12x9˝, illustrated, hard cover, was published by Railfare, Box 1434, Station B, Montreal, Canada H3B 3L2. This book commemorates Calgary's centennial year and the 25th anniversary of abandonment of the Calgary trolleys that started running in 1909. Text and photo space are about evenly divided. There are a roster and route maps. In format the book resembles the author's *Regina Story,* published in 1971, also with a fine selection of views.

Cars of Pacific Electric, Vol. 1—City and Suburban Cars was originally published in 1964 by the late Ira L. Swett and sold out in a few months. Now it has been reprinted with some new material added. It covers all PE city and suburban cars from number 1 to 5029, the highest in the series, with photos and scale drawings. The book is softbound in 11 x 8½ size with 224 pages. It sells for $8 from Interurbans, P.O. Box 201, Claremont, Calif. 91711.

THIS DEPARTMENT mentions *The Chesapeake Beach Railway,* a 287-page hardbound book, 6x9˝, written by Ames W. Williams, only because it uses three photos and one page of text for one of the most elusive trolley lines we have ever found. The volume presents the story of the Chesapeake Beach steam road from its opening in 1898 until abandonment of the major portion in 1935, leaving a 3-mile segment operating at the District Line, primarily to serve the Benning power plant. The entire line had run east from the District of Columbia to Chesapeake Beach, Md., a resort on Chesapeake Bay.

At Chesapeake Beach a mile-long trolley line was built from the steam railroad to a small resort at North Beach. Organized in 1916, it was opened a few years later. It had one ex-Washington open trolley and a 4-wheel open trailer that was used when the trolley broke down and was hauled by a Fordson tractor equipped with flanges! The little operation succumbed to a jitney in the early twenties. The book is published by Meridan Sun Press, 6034 Fort Hunt Rd., Alexandria, Va. 22307 and costs $10.

94 YEARS OF ROCHESTER RAILWAYS (Vol. 1), by William R. Gordon, 297 pages 8x11˝, soft cover binding, may be had for $7.50 from the author at 232 Beresford Rd., Rochester, N.Y. 14610. A myriad of photos of older Rochester trolleys vary in reproduction from good to poor.

COMMANDER E.J. QUINBY, dean of American traction fans, founder of the Electric Railroaders Assn., one of our *Interesting Railfans,* and author of several other books, has published a new one, *Ida Was a Tramp, and Other Reflections,* 270 pages of stories of his adventures on the seas and through Asia before and after World War 1. There are a few railway scenes, but most of the book pertains to fascinating memoirs of an amazing personality. The book costs $10 from Exposition Press, 900 S. Oyster Bay Rd., Hicksville, N.Y. 11801.

FOURTIN POWELL, Box 23, Round Pond, Maine 04564, reports that the July-August issue of *Mass Transit* mentioned a report which may interest our readers. The Urban Mass Transportation Administration has printed *The Electric Railway Presidents' Conference Committee Streetcar Research and Development Program: Five Technical Bulletins 1931-1933.* It is No. UMTA-RDD-31-75-1; PB 239 996. Copies are available from National Technical Information Service, 5285 Port Royal Rd., Springfield, Va. 22151. Price, $5.75 paperbound, $2.25 for microfilm. •

PHOTOGRAPHS OF THE MONTH

Michael Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9, Canada

British Columbia Ry. train 4 hauled by Royal Hudson Co. 2860 crossing trestle at mile 10 on Squamish subdivision on May 24, '75.

Question: What Is He Thinking About?

A moment of silent meditation on the Ann Arbor R.R. is being enjoyed by this young anonymous brakeman waiting for GP-35 No. 393, to pull out of the yard at Toledo, Ohio, on Sept. 18, 1974. Perhaps he is reflecting about his railroad job and where it will lead him, or perhaps he's just thinking about the many ironies of life in general.

John Uckley, 414 E. 4th St., Monroe, Mich. 48161

Southern's *Piedmont Limited* at Alexandria, Va., on June 1, 1975.

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Montclair, Md. 20870

Bitter winter weather descended on this Northern Pacific water tank at Miles City, Mont., back in days of steam.

Photograph by C.T. Steeb

The Auto-Train management picks pretty hostesses, such as Brenda Griggs, who's shown at Sanford, Florida, last March. Tall, svelte, and blonde, Brenda would make a perfect fashion model.

William T. Morgan, AG2 OPS/MET CODE 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

7851
7851
996

A passenger diesel moves off the Union Pacific turntable at Salt Lake City, Utah, 22 years ago, former scene of huge roundhouse. A modern diesel shop has since been constructed.

Photograph by Dick Steinheimer

SNOW ON THE IRON (Conclusion)

by E.S. Dellinger

THIS is a story of the Dominion Pacific Railway in the Canadian far west, an engineer named Tex Waldron, a former school teacher, Charlotte Bentley, and a rawhiding brass collar named David MacCannon. Tex had been fired and then reinstated.

He turned to rotary plows, studying them as he had once studied his locomotives. He became an expert in handling them, so expert that when he was in town and a rotary engineer was in demand he stood first out.

Time and hardship had tamed Tex, but not David MacCannon, who was now a division superintendent. Mac spotted the hogger soon after his return and wasted no time getting to him. One night when Tex was grooming a new Mikado for a merchandise run he came around the pilot.

"So you're Waldron, huh?"

"Yes, suh," Tex grinned and wiped the snout of his oilcan on a piece of white waste. "What's left of him."

"I thought I fired you off this pike years ago."

Tex didn't like the tone, but controlled his temper. "I seem to remember something about it."

"How did you get back to work?"

"Reinstated by the general office with full seniority rights." Tex was stating a fact, not trying to crow.

Mac snarled: "Well, I'm going to fire you again, damn it! You can't pull a deal like this on me."

Tex played with a spanner wrench.

"What yuh firin' me for this time, Mr. Mac?" he asked softly. "This mug of mine kind of spoils my chances flirtin' with the dames—"

Tex had expected the super to take that crack as a joke and laugh about it, but Mac stormed and raved.

"You mark my word, Waldron!" he said. "I'm going to fire you before the year's out, and this time you'll *stay* fired!"

ALL THAT fall Mac and his puppet assistant camped on Tex Waldron's trail. They pulled tests—signal tests, order tests—any dirty trick to trap an honest rail and take his job away from him.

The Brown system of merits and demerits was now functioning on the Dominion Pacific. Under this system, instead of punishing railroad men for infractions by holding them out of service and depriving needy families of income, the officials set up a system of merits for extra good work and demerits for infractions of rules. Each year the employe started with a clean slate, but if at any time his demerits exceeded his merits by 60 he was fired.

Tex had kept a clean record, but from the time Mac came he began slipping. Under the new system of petty testing he piled up brownies.

Once his crew received an order to meet Extra 5942. At that time the numbers were not only given in numerals, but spelled out. The spelling of this one was correct—"five-nine-four-two," but the numeral read "9542."

Five men read the order, but because there was no 9500 class engines on the Dominion Pacific, they read it as it should have been—5942. Not one of the five men caught the discrepancy. Mac had them in the office, gave them a lecture, threatened again to fire them, and assessed each one 15 brownies for misreading the order.

That's the kind of thing Mac kept doing to Tex, until by December first he had 45 demerits on his record with not one merit to offset them.

The winter had closed down. Leaden

clouds sweeping up from the Pacific had emptied oceans of snow upon the Selkirks. Fifty feet deep it lay and still the wet heavy fall spilled from the heavens.

Snow piled upon crag and spire. Each drift which was poised a mile or two above the railway in the valley became an embryo slide. The slightest movement might set it in motion plunging down the mountainside, gathering to it other drifts, an irresistible force which would not stop until it had buried the rails beneath a deadly avalanche.

Men watched with growing uneasiness as the clouds marched in from the sea, pouring out fresh snow to hang above them. The railway used every precaution known to safeguard traffic. Officials doubled their lookouts. Hardy mountain men patrolled slide territory. Watchmen scanned the track by day and night, following the preceding every train between the snow-sheds.

Wives of railroaders—enginemen, trainmen, trackmen—turned anxious eyes to stare up at the jagged skyline where Death lurked in the glistening bluish-white peaks.

ONE MORNING, while the whole terminal waited tensely for an avalanche, Tex was called east on a merchandise run with a low-wheeled Mikado. He had a light train and no helper. Although he did not know, Mac had seen to that phase of it.

Tex did not like the prospect—no locomotive will haul as many tons in zero weather with snow on the iron as in fair weather, when the track is clear. He knew it, knew also that the low-wheeled Mikado would not hold the rail like the low-wheeled Decapods used in mountain service.

While he was grumbling about it to the conductor, Jimmie Shelton came. Jimmie was still road foreman of engines. Tex asked him: "What do they mean putting us out of here today with a tonnage train and no helper, Mr. Shelton?"

"They figure you can make it through, I guess," came the reply.

"We'll make it all right if we don't have to stop or don't start slipping up there on the hill. If we do, we'll double out sure as the devil."

"Why not take it up with the dispatcher?" Shelton suggested. "Maybe he hasn't figured what's going on."

While the conductor was gone to ask the dispatcher, the road foreman said: "I see, Mr. Waldron, you've accumulated some demerit marks lately."

"Yes, I have," Tex admitted.

Shelton was sympathetic.

"What seems to be the trouble?"

"Aw, I don't know." The engineer hesitated to discuss one brass collar with another.

Shelton crushed a cigar butt under his heel and stared out over the yards, where the first flakes of a new snow were beginning to fall.

"If I were you," he said, "I'd be pretty careful for the rest of this year, anyway. Certain officials are watching you."

The conductor came back to report that they were *not* to have a helper. "Superintendent's orders, so the dispatcher said."

"Superintendent's orders, huh?" Tex glanced up at Jimmie Shelton. "All right. If that's how he feels, we'll go without the helper. You can always go up a hill twice if you have to."

TWENTY miles east of Ravelstoe the tracks run between two mountain peaks. On the north, rising two miles into the heavens, is Mt. Eldon; on the south, Mt. McCune. Around these peaks the snow seemed to center this winter. Hanging up there, two miles above the iron, were unnumbered tons ready to start slipping.

Most of the track here was under shed, but late in the fall a stretch of wooden shed some seven-tenths of a mile long had burned. Since it was to be replaced with concrete and steel, it had been left until spring and was now exposed to the danger of sliding snow. Engineers were instructed to reduce speed to five miles per hour through sheds leading to this open stretch and await a trackwalker's 'proceed" signal before going out.

All the way up the hill Tex sat on the edge of his seat or stood on his platform. Fine snow was falling, and although he kept a thin trickle of sand running on the rail, the drivers were ready to start slipping at every turn.

Tex came through the shed to Milepost 22 calling for a signal. Usually a man was at the upper end of the shed, ready to give it, but he was not in sight this afternoon. Tex was working the Mike for all she was worth, gaining speed under the shed to help carry him through the open stretch beyond.

When the fellow did not show up he eased down to three miles an hour, working a light throttle and intending to stop just inside the shed. Just as he had given up hope of getting through, the trackman came trotting around the curve a hundred yards up the hill, waving a highball.

Tex relaxed, swore, and opened his throttle. He knew then he'd have to fight every inch of that slick open track if he made the hill. He increased his sand, dropped the reverse, and used every bit of throttle he dared, because he knew one single slip of the drivers would stop him.

Inch by inch his driving wheels came over. The exhaust shook the earth with its slow, steady *whaamm—whaamm!*

The trackwalker stepped aside. He gave no sign of trouble. Tex dragged slowly by him. Foot by foot, the heavy train crawled up the hill, the earth shaking, the snow clinging to the peaks high above. Their speed picked up to six miles an hour.

The fireman crossed the deck to say, "Looks like we'll make it after all."

"It looks like it," Tex agreed.

He brought his head inside the cab to wipe his goggles, check the gages and the lubricator. When he looked out again a flagman was running down from the entrance to the next shed, waving a red flag. Tex thought there was something screwy then. He expected to be stopped at any time emerging from the shed, not now running into one, for the shed is the haven of refuge in the slide country.

He whistled two short, questioning blasts, and kept working steam, and watching the flagman, because he knew if he stopped here he was stuck. The flagman kept waving a slow, steady swing. He did not offer to come down and meet the engine. Finally, when Tex came up even with him he stepped aside. Tex closed the throttle and whistled out a flagman.

WHEN he stopped, Assistant Superintendent Crowley barged out of the shed and walked briskly down the track. Tex understood the whole line-up then. He said a few things, but did not get ouf of his cab.

Crowley clambered up the steps, a silly grin on his face.

Tex asked: "What's the trouble? Snowshed on fire?"

"No," snapped the official. "No trouble at all. Just a little test."

"Test, huh?" The engineer's eyes blazed. "This is one helluva time and place to pull a test. Tonnage train with a high-wheeled engine and no helper. Million tons of snow hangin' to the blue sky ready to fall down and bury you alive."

"I must inform you, Mr. Waldron,"

Crowley mimicked Mr. MacCannon, "that our officials reserve the right to check on their men at any time, any place, and in any manner their judgment finds it necessary."

"And I must inform you, Mr. Crowley, that we're goin' up this damned mountain twice today instead of once, and we'll stab a passenger train right near an hour before we get it done."

The puppet blew up. "If you double into Scheeley, sir, I'll fire you! Do you understand? I'll fire you if it's the last act God ever lets me do."

"You're sure's the devil going to fire me then, because no engineer on the American continent could pull this train out of here with this high-wheeled hog in the snow."

Tex spent thirty minutes trying to start the train. Crowley stayed with him in the cab and accused him of stalling.

But Tex didn't take the train up in one piece. Grease in journal boxes had stiffened. Drivers wouldn't hold on slick rail. The engine stood still and shimmied. On the tenth trial he backed up to get the slack, turned the big Mike loose, and out came the front drawbar from the head boxcar.

Crowley was wild. He threatened to wipe up the cab with the engineer. The train crew chained up the car and Tex dragged it into Scheeley. He returned with the engine and brought half the train. He made another trip and took the rest. When, at last, they were in the clear they had two passenger trains sewed up on the hill behind them, and three in Scheeley.

For that, Tex Waldron was fired, of course. Mac had the whole deal figured out before Tex was called. They handed him ten brownies for pulling out a drawbar, ten for inefficiency in failing to handle tonnage with an engine in good condition, ten more for insubordinate conduct. That made a total of 75.

Tex appealed to the Brotherhood. Twenty men swore he had gotten a raw deal and sent their affidavits to the general office, but Fate had rendered a decision before the general office had had time to act.

MEANWHILE, Charlotte Bentley had done a lot of rambling after her return from the war. At length she settled down to a bookkeeping job in a Vancouver bank. In December of that year she handled a certain pay check from an employee of the Dominion Pacific Railway. Hundreds of them had previously passed through her nimble fingers. Charlotte had recorded and passed them by.

This one she did not pass by. A mist filmed her blue eyes. This bit of paper was an engineer's pay check, made out to and endorsed by "Texas E. Waldron." The signature carried her back through the years, back to Garver's Bend and the old log schoolhouse by the track. How long ago it seemed; and yet in her mind she could see Tex now, as if it were only yesterday. When quitting time came the girl took a Christmas vacation by going East.

Two days after Tex was fired the former teacher boarded the *Indian Express.* Her ticket read to Montreal and return, with a stopover privilege at Ravelstoe.

Tex Waldron was shooting pool in "Pegleg" Johnnie's place when the *Express* pulled in. He saw her get off the train, knew her even before she had crossed the street with eager step to register in the King Edward Hotel.

Tex finished his game, but did not start another. Instead, he went to the hotel to sit in the lobby. He did not sit long. After Charlotte had changed from her traveling habit she came down to the desk and asked the clerk a few questions. Before Tex was aware what was going on, the clerk was coming his way and the girl was following.

He got up, ran a hand through his graying hair, and down over the black tie he always wore. His heart was hammering and his eyes were wide.

Charlotte came to him with outstretched hand and a smile on her pretty face, and asked: "You're Tex Waldron, aren't you?"

"Yes, I am," said the engineer, "and you're Miss Bentley."

She did say he was changed, but gave that silvery little laugh which had once pleased him.

They had dinner together that night, and visited until late. Charlotte brought up the subject of marriage, in a general way, of course—said it was difficult for people who had passed their twenties to find suitable companionship. That would have been an excellent opening for Tex, but he changed the subject.

As time went by, there were other dinners, and movie shows, and dances. Charlotte did not tell Tex about the check she had seen in Vancouver, nor why she had stopped off in Ravelstoe. He did not ask, but wondered if she could still be interested in Dave MacCannon.

Something told him she wasn't, but he stubbornly insisted to himself that it didn't make any difference—that no woman could be interested in him other than to feel sorry for his scarred face.

As the days drew on toward Christmas, she grew sad and restless. He longed to take her in his arms and tell her of his love, but would not trust himself to do so. What could any woman possibly want with a man with a face like his?

On Christmas Eve morning, Charlotte said she had a dinner engagement in Calgary for the following day, and went east on the *Indian Express* at noon.

ON THE DAY of the winter solstice, however, the sky slipped down and swallowed the mountains. That night it set in snowing heavily. By ten o'clock unfavorable reports were coming from the lookouts watching Mt. Eldon and Mt. McCune.

At noon, the *Indian Express* came into Ravelstoe. There was official debate as to whether it should go through or be held until the crisis had passed. The roadmaster and the chief dispatcher said, "Hold it." David MacCannon said, "Let it go," and Mac was the superintendent.

The government investigation conducted two months later showed that Mrs. MacCannon had received a lengthy telegram that morning inviting her to Calgary for Christmas evening. Mac never did admit it, declaring to the end that he thought the train would be perfectly safe. So, despite the warnings of the men who knew, he let the *Indian Express* leave Ravelstoe at 3:20 in the afternoon with 21 cars of passengers eager to be somewhere else for Yuletide.

Of course, the passengers did not know what they were running into. They had spent three hours pacing the platform or sitting comfortably in their seats cussing the railway for holding them. They were overjoyed when they learned the train was going.

Even Tex did not know it, for not a word of the warnings leaked through from the office. He figured that if danger was acute, officials would hold trains until the road was cleared, as they had always done.

He brought Charlotte down to the train, helped her on, and sat with her until it was moving.

Thinking she had passed forever from his life, he remained on the platform until the red markers had become a smear of pink in the snowy distance. About him the noises of the terminal

filled the air—the pant of air pumps, the jangle of a lone locomotive bell, the exhaust of one switch engine swooshing through the heavy air.

Slowly up the main street he trudged. Snow shoveled from the walks was banked high in the street itself. Above it hung long strings of gaily colored lights, green and gold and crimson. Sounds of Yuletide joy filled the air. Chuch bells were ringing. A bevy of girls, furred and booted, came down the walk laughing and talking. Somewhere a radio blared "Silent Night, Holy Night—"

DOMINION PACIFIC kept three rotary machines in Ravelstoe, a new one, an old one, and a middle-aged one. Usually, the new and old ones stayed home, while the other did the traveling. The in-between rotary was clearing track for the *Indian Express* that afternoon. It went up the hill with two engines behind. The *express* went up with two engines ahead of it.

Charlotte listened to the irregular beat of the exhausts, as they dragged the heavy train up the long stretch to Scheeley. She cried a little, daubed her eyes with a lace handkerchief. She couldn't understand why Tex had not said what she was dying to hear.

"I *know* he loves me," she whispered, "but why doesn't he say so?"

She tossed her pretty head, dried her eyes, powdered her nose and read a magazine. All the while she knew the train was stopping and starting frequently. She did not know there was a leaking flue on the helper engine, which kept it stopping every little way to blow up steam. When it was getting close to Scheeley it stopped again, longer than usual.

She looked out. They were under a snowshed. At length they started again, went a little way, and stopped again. This time they were out on the bleak mountainside, with the snow pouring upon them. Charlotte curled up in her seat and buttoned her coat.

Someone asked, "What is that?"

She listened. A roar in the darkness sounded like a high wind. The wind became a hurricane sweeping nearer. Two railroad men riding with their wives in the seats ahead of her got up. She saw them turn pale, saw their eyes get wide.

One of them said hoarsely, "That's a slide!"

The roar grew louder. The earth trembled. All other sounds were drowned in the deafening thunder. The car quivered; then it began weaving as in an earthquake. For endless ages rock and roar and weave continued. Finally the car was still. The sounds died away. Silence reigned in the mountains.

Charlotte looked out. She could see nothing but the world of falling snow. The men left the car. When they returned they explained the situation. The helper engine had become disabled. While the crew were preparing to back into the lower shed two slides had buried both sheds and spilled over, taking the helper engine into the gorge with it, but leaving the train's locomotive.

"The devil was sure looking after his own," one man said flippantly. "This train's standing right out here in the open with snow piled up thirty feet deep so close you could spit into it."

"Is there still danger?" inquired a woman with two small children.

"No, not much," the railroader assured her. "Of course, we're sewed up in here on this mountainside. We can't walk out. But our worst danger is over. It isn't likely that more snow will move for many hours. By the time it does they'll have sent the rotaries in to get us out, and we'll more than likely be in Calgary by this time tomorrow night."

TEX WALDRON was playing poker when the roundhouse whistle called the rotary crew. The pool hall had been in turmoil, but the call silenced it. Men left card and cue and cup and hurried into the night. Some would man the rotary. Others rushed out to learn the news.

Tex thought about the *Indian Express* and Charlotte Bentley. He did not worry, because he reasoned that by this time the *Express* would have been through the tunnel and out of harm's way. After finishing his game, he went to the yard office.

Running a rotary plow requires skill and experience. Its operator is a locomotive engineer, but not all runners are eligible for plow service. Tex knew that with several crews stacked up at the other end of the district there were not many rotary men in Ravelstoe. He could recall only three.

Although Mac knew less about snow fighting than any other official in Ravelstoe, he took full charge of the situation. He thought his personality would urge the men to greater effort. He was everywhere, storming, and threatening to fire somebody if they didn't hurry.

Tex went to the rotary. Gus Larsen, who had been firing for him that night Charlotte was in the cab, years before, was in charge of the big plow.

Tex warned him then: "Better be careful, Gus. Don't let that bully get you all excited. If you listen to him you'll wreck this outfit and tie that train up there till this time next year."

Tex went to bed. It was not his fight. He was out of service, might never get back. but he did not go to sleep. He dozed and kept thinking about Charlotte Bentley.

Then the roundhouse whistle called the wrecker at 2:30 a.m. He snapped awake, knowing that the *Indian Express* was stalled on that cold, bleak mountain where a smart assistant superintendent had flagged him—and fired him. He recalled, too, that David MacCannon was taking a rotary plow to clear a slide and get it out.

TEX dressed and went to the roundhouse. It was still snowing. A foot or more had fallen during the night. The yards were almost blocked now.

Jimmie Shelton had charge of things. There was no hurry and bluster, only tension. Tex cornered him, intending to find out what was wrong.

Before he had time to ask, Shelton laid a hand on his shoulder and said tightly: "I'm glad you've come, Waldron. Stick around. I may need you."

"What's the trouble?"

"Oh, that fool! That damned fool! He's wrecked that new rotary."

"Wrecked it?"

"Yes. He tried to use three big engines behind it to make headway. Of course she buckled ahead of the tender. Killed the fireman, tore up the machine. Believe me, somebody's going to hear about this. And that train is marooned under Mount Eldon, with a million tons of snow ready to fall."

"Can't you bring in the other machine from the other end?"

"The other machine got off the iron turning on the wye in Scheeley last night. She's still off. All we've got to work with now's this old wreck. If the snow keeps piling up, or if the wind starts blowing. . ."

"I'll stick around, Jimmie. Call if you need me."

Tex stuck around. He knew there was not another man in Ravelstoe experienced in slide work. Jimmie used him, because he needed the best man available. He had the right to hire engineers; so he hired Tex and sent him up the hell ahead of the wrecker.

Tex cleared track for the wrecker to

Auburn. He headed in there to wait until the wreck was cleared. Mac didn't see him until they brought down the crippled machine. It was daylight then. He swung into the rotary cab. Tex had his back to the door. The official came up, shouting:

"Look here, you, we've got work to do. I want you to crowd this machine into the slide and cut it out—"

Tex turned and Mac saw his face.

The official bellowed. "What are you doing here?"

Tex was not diplomatic now. He asked: "What do you think?"

Mac clenched his fists. "Get the hell out of here. By God, I fired you and I expect to keep you fired."

"You'll relieve me when I get good and ready to be relieved, Mr. MacCannon. I'm hired to clear—"

"But I'm firing you. Can't you understand English? Shelton may hire engineers, but I fire them."

"You've already fired me so many times I'm burned up."

"I'll whip you—"

"Hop to it if you feel lucky. Just one move from you and I'll knock your brains out with a spanner wrench. Now get away from here! I'm under orders to stay in this cab till that train's in the clear. When that's done you can fire me and be damned."

MAC GOT OUT—and stayed out. But because rules required an official to ride it, Assistant Crowley climbed into the rotary cab and stayed with the brakeman who was handling the air whistle signaling the locomotive engineers. Somewhat awed, Crowley had the good sense not to interfere.

Toward noon they were ready to go to work. Tex cautioned the engineers not to crowd him.

"Don't let MacCannon bluff you into using more power than we can handle," he said. "Remember that the lives of the passengers depend on our getting through to them before another slide comes down. You obey signals from my cab instead of from MacCannon."

Tex signaled ahead. The locomotives, whooshing softly, shoved him up the hill. He could not see the whole mountain, for the sky was low and snow was falling. What he could see lay buried under a sheet of hard white ice, with here and there a boulder or tree trunk sticking out.

He eased into the cut opened by the other crew. The roar of his machine was deafening. Ice walls outside climbed higher and higher—to the window ledge—to the middle of the window—to its top—to the level of the cab roof.

Inch by inch throughout the bleak afternoon the machine moved ahead. The powerful blades gnawed away ice, hurled it back into the hood, and blew it out to fall over into the canyon. The machine shook and quivered; wrenches rattled in the toolbox.

Progress was slow. To Tex, whose heart was buried out beyond, it was maddening. With wind howling, snow might at any moment start slipping. Tex knew that too much power the night before had wrecked a machine and killed a brother rail. He controlled his urge to haste. slowly, noiselessly, the rotary cut into the ice wall. The cut became a tunnel. The brakeman signaled, "Stop! Back up!" The machine moved back so the men could break down the overhang.

All through the Christmas Day seventy men worked on. Every one of them knew that before twilight fell or another day broke he might be a stiff corpse in a tomb of hard white ice, but they did not shirk. At mid-afternoon, snow ceased to fall, and the wind howled.

During that long evening, while Tex fought the snow, he became aware that if he reached that woman in time he'd tell what was on his mind.

BLEAK NIGHT fell. Wind howled and lashed snow into blinding spray. Black night and roaring wind and seventy human worms burrowing through the ice.

At seven o'clock they bored into the snowshed. At eight they cut the gash to the rear platform of the stranded express. At ten Tex was turning the machine on the wye and heading down toward Ravelstoe, clearing track for the train to back to safety. . .

When church bells tolled the midnight hour, ringing the curtain on another Christmas Day, he and Charlotte Bentley were standing side by side on the platform.

"Well," sighed the girl, and Tex sensed bitterness in her tone, "it looks as if we were back in Ravelstoe."

He peered down into her burning eyes. She glanced quickly up, and then down at the snowy platform.

"Charlotte—" His voice was a whisper. "Charlotte, I was a fool to let you go. I couldn't live without you. You see—I love you."

Charlotte's little hands were trembling violently, as if she had suddenly become conscious of the bitter mountain cold. "Strange you never told me that before."

"I just couldn't," he answered brokenly. "You see—that is, the war worked this mug over for me and I figured a girl like you—"

One of the cold little hands pressed against his lips then, and he never finished the sentence. It didn't make any difference to Tex Waldron now if they fired him or not. Tomorrow he'd go out for another railroad job and start life all over. •

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

Old Colony 203, the *Isaiah Hoyt*, Rhode Island built in 1882, later New Haven 1917.
Collection of Gorton T. H. Wilbur

1. Is the amount of western coal shipped by rail likely to increase or decrease in the the future?

Carl E. Bagge, head of the National Coat Assn., says that even after we discount the coal used for electrical generation, synthetic fuel production, and coal transported to the Midwest and Far West by slurry pipelines, the railroads, and unit trains in particular, must serve as the principal carrier. He anticipates a need in 1985 for 1200 to 1500 large locomotives (about 5% of the present national fleet) and some 30,000 large open-top cars of 100- to 105-ton capacity. At today's costs, Mr. Bagge estimates that this equipment would represent from $400 million to $500 million for locomotives and about $700 million for cars during the next six to eight years. Raising these sums will be a real challenge. Among the many forms of finance expected to play major roles will be direct purchase or lease by private shippers, especially utilities.

2. Didn't Illinois Central modernize much of their existing power during World War 2, rather than buy new engines?

Yes, to a certain extent. However, this was not primarily a wartime measure. For years the IC's Paducah shops had combined extensive rebuilding with general repairs, thus increasing locomotive efficiency and saving a tidy sum which might otherwise have been expended on new, but not necessarily more satisfactory, locos. From 1941 to 1945 the IC converted large numbers of 2-8-2's into 2-10-0's and 0-8-0's; 2-8-0's into 0-8-0's; 2-10-2's into 4-8-2's, and 2-8-4's into 4-6-4's. At the same time, extensive changes not involving wheel arrangements were made in their 0-6-0's, 2-8-0's, 4-6-2's, 2-8-2's, 4-4-2's, 4-8-2's, and 2-6-0's.

3. Where was the mainline of the old Grand Trunk?

This was between Montreal and Sarnia, Ont., between Montreal and Portland, Me., and between Buffalo and Detroit, but GT's other lines comprised the greater part of its mileage. It also controlled the Grand Trunk Western, whose mainline extends from Sarina to Chicago, with branches to Detroit, Pontiac, Grand Haven, and Muskegon, Mich. The GT (including GTW) was taken over and operated by Canadian National in 1920, at which time the Grand Trunk owned 4,000 miles of line, not including the Grand Trunk Western and Grand Trunk Pacific.

4. Was Arthur Honegger's symphonic composition "Pacific 231" inspired by any particular locomotive?

Yes. It refers to Northern Pacific No. 231, which hauled the first *North Coast Limited* on April 29, 1900, giving the NP double daily transcontinental service. The *North Coast* was advertised as the first electrically lighted train between the Midwest and the North Pacific Coast.

5. My husband works for the Denver & Rio Grande Western. What are the new age requirements for railroad retirement supplemental annuities?

Effective Jan. 1, 1975, an employee with 30 years of service whose regular railroad retirement annuity began after June 30, 1974, can receive a supplemental annuity as early as age 60. Under previous law, no supplemental annuity was payable until 65. However, employees who retired before July 1, 1974, and those with less than 30 years of railroad service must still be 65, as in the past, before getting a supplemental annuity.

6. Brief history wanted of the Old Colony.

Chartered March 16, 1844, to build a road from Boston to Plymouth, Mass., the OC was opened for service Nov. 10, 1845. It was consolidated with the Fall River R.R. on March 25, 1854, and name changed to Old Colony & Fall River R.R., lasting as the OC&FR until Aug. 5, 1863. With the addition of the Newport Extension the name was changed again, this time to Old Colony & Newport R.R. In 1872, it went back to being Old Colony and absorbed the Cape Cod R.R. It acquired the Boston, Clinton & Fitchburg in March, 1883, and leased the Boston & Providence on April 7, 1888. Finally, on March 1, 1893, the OC, with 617 miles of track, together with its steamboat lines, was leased by the New York, New Haven & Hartford, now part of Penn Central.

7. in the late 1930s Southern Pacific didn't have its name on train orders or clearance cards. Why? Also, why weren't they labeled "19" and "31"?

There was no advertising value in having the name Southern Pacific printed on such forms, so the elimination of this printing saved some expense. Concerning "19" and "31" orders, the SP no longer used them at the time you mention. Its orders, for all purposes, were issued on one form. Rules required the operator to stop a train before delivery orders which became restrictive at his particular station, or if restriction was necessary after the train had been cleared, make it necessary that the hoghead, also the conductor, when it was practicable, be in the telegraph office before the order was delivered. Under this system in the late 1930s, the mere signing of the form would not afford any additional protection.

8. Name steam roads running in Mississippi in mid-1930s.

Alabama Great Southern; Bonhomie & Hattiesburg Southern; Canton & Carthage; Columbus & Greenville; DeKalb & Western; Fernwood, Columbia & Gulf; Gulf & Ship Canal; Gulf, Mobile & Northern; Illinois Central; Louisville & Nashville; Mississippi & Arkansas; Meridan & Bigbee River; Mobile & Ohio; Mississippi & Skuna Valley; Mississippi Central; Mississippi Eastern; Mississippi Export; Mississippian; Natchez & Southern; New Orleans & Northeastern; Okolona, Houston & Calhoun City; Pearl River Valley; St. Louis-San Francisco; Southern, and Yazoo & Mississippi Valley.

9. How about a Christmas railroad poem?

Sure. Here is "A Visit From St. Nicholas," by Harry B. Chase, Jr.

'Twas the night before Christmas and out on the track
Old 3300 was taking up slack.
The signal and switch lamps were lighted with care
In hopes that St. Nicholas soon would be there.
The signal maintainer was home in his bed,
While visions of overtime danced in his head.
Forgotten were overalls, jumper, and cap
As he settled himself for a long winter's nap.
When down in the hall there arose such a clatter
He sprang from his bed to see what was the matter.
Away to the phone he flew like a flash,
Slipped on the stairs and came down with a crash.
The boss was phoning at eleven-fifteen:

"There's more snow on the iron than ever I've seen,
So go get your pants and your shirt and your jumper
And hook a ride up here on somebody's bumper,
And we'll let you work like a busy old beaver."
The signalman cussed and hung up the receiver.

The freight yard resounded with moans and gripes,
And snowdrifts were frozen all over the pipes.
The towerman was trying to line up the route,
While the hast midnight freight was blockaded to boot.
The levers were jammed for two or three nights,
And something had happened to all of the lights.
'Twas a job without rest, compensation or thanks
To dig out the pipe lines and sweep off the cranks.
But finally the signalman straightened his back,
For the snowdrifts were all shoveled off of the track,
Returned to the tower and fell in the door,
To spend Christmas Eve sound asleep on the floor.
When on glancing around, his features turned blue,
For the snowplow was coming on track Number Two,
With a little old hogger so lively and quick
He knew in a moment it must be St. Nick.

But old Santa, alas, could not recall how
To slow down his engine or lift up his plow.
He highballed on through with a leap and a bound,
While ballast and ice went flying around,
And seventeen tons of snowballs and rocks
Were pilled on the pipe lines and pull wires and locks.

He spoke not a word, but yanked on the whistle,
And the steam blew away like the down on a thistle.
Then on down the line went the high-wheeling Saint,
While the signal maintainer fell down in a faint,
But later recovered, though filled with a fear
Of shoveling snow for the rest of the year.
And he heard Santa call, ere he steamed out of sight,
"Merry Christmas to you, and do have a good night!"

10. Did I hear that a Pennsylvania church was used as a trolley carbarn?

You did. This happened in rural Jersey Shore, Pa. When the Jersey Shore & Antes Fort R.R., a trolley line, was being built, there was need for a carbarn. Since the route was to be only 2.75 miles, connecting these towns, promoters agreed that a small building would do. They bought an old deserted church building and converted it into a carbarn. An opening was made in front and rear, just wide enough to lay a single track clear through the edifice and into the churchyard, it continued far enough to hold two cars. The company bought four cars, but only two could be stored inside the church-carbarn. In 1926 the JS&AF went out of business.

11. When did Canadian Pacific's The Dominion end service?

After CP's new crack train, *The Canadian,* arrived on April 24, 1955, *The Dominion* became a secondary mainline train providing local passenger and mail service, although it was still a fine streamlined train. Finally, in 1965, after 37 years, the name was dropped. The train received a temporary reprieve in 1967 when the World's Fair opened in Montreal, but it wasn't referred to as *The Dominion.*

12. Compare Missouri Pacific's 1151-1155 4-6-2's with the Katy's 378-413 Pacifics?

All these were Alco products. MP's 1151-1155 had 27x28″ cylinders, 73″ drivers, 185 lbs. boiler pressure, loco weight 294,000 lbs., and had 44,000 lbs. of tractive force. Katy's 378-413 Pacifics had 25x28″ cylinders, 73″ drivers, 270,000 and 281,000 lbs. of loco weight, 210 b.p., and 42,750 lbs. tractive force.

13. What are the main features of a railroad pocket watch?

High-precision movement and the trouble it takes to reset the hands. In an ordinary pocket watch, the stem is pulled out and turned to set the time. Such setting could be accidentally changed in pulling the watch from your pocket. To avoid such a slip, the setting mechanism of a railroad pocket watch is made inaccessible to the wearer and thus impossible to change by accident. Before you can move the hands, you must raise the bezel (the hinged ring that holds the crystal) and pull out a little sliding lever. This arrangement is known as the lever-set mechanism, and all railroad pocket watches have this feature. A partial list of manufacturers includes Elgin (Veritas, Father Time); Hamilton (Railway Specials); Hampden (Railway, Special Railway, New Railway); Illinois (Bunn Special, Sangamo Special); and Waltham (Vanguard, Riverside Maximum, Crescent Street). They were 16 and 18 size watches and usually had 19- to 23-jewel movements. The best of these rank among the finest timepieces in the world.

14. I'm a Maine Central engineer with a few years to go before retiring. How is a current connection for railroad retirement benefits determined?

An employee has a current connection with the industry if he or she worked for a railroad in at least 12 out of the last 30 consecutive months before the retirement annuity begins. An earlier 30-consecutive-month period may be used if he or she had no regular non-railroad employment following the period.

15. What was the Calico Road?

This was the abortive Lyons-Iowa Central, which had planned to run a line from Clinton and its suburb of Lyons, on the Mississippi, across the state to the Missouri River. Grading was begun in 1854, but work stopped abruptly that summer when the company went bankrupt. Wages were paid in groceries as long as the supply lasted. Then those workers who were still empty-handed seized the warehouse in Clinton. The company had nothing in it but many yards of calico, and with this commodity it paid off its employees. After that, the abandoned project was called the Calico Road.

But other railroad builders in that area succeeded. The Mississippi & Missouri, the first railroad in Iowa, later a part of the Rock Island, was completed in 1855 from Davenport to Muscatine, a distance of 27 miles. By Jan. 1, 1856, it was extended from Davenport to Iowa City, then the state capital. It's first train ran between the two cities even before the first bridge had been built to connect the rails with Illinois across the Mississippi River. The IC from Dubuque, the C&NW from Lyons, and the CB&Q from Burlington started building their lines westward in 1855, competing with each other and with the M&M to be the first railroad to reach the western edge of Iowa and thus achieve the aim of the ill-fated Calico Road to cross the state from east to west.

Running Extra

RONALD SALISBURY asked for identification of Alco builders plate 38743, Dec. 1905. This was from New York Central class G5, No. 2762, rebuilt to class H5p No. 3853. She was renumbered to 1315 in 1936 and retired in 1952.—Charles M. Smith, 3 Princeton Rod., Strafford-Wayne, Pa. 19087.

THERE were two California Centrals. The first was 5-ft. gage, built between Folsom and Lincoln, opened in 1861 and absorbed by Central Pacific in 1864. It had four engines built by R. Norris & Son. Part of it was abandoned and the rest is still SP mainline north from Roseville to Lincoln. The second CC began operations on Aug. 10, 1907, as the San Juan Pacific, running from San Juan Bautista to Chittenden, on the SP coast line. It was renamed California Central in 1912. When the road opened it leased SP No. 1313, renumbering her 208. In due time she wore out and they acquired a second locomotive in 1920, the No. 5, ex-Ocean Shore Mogul No. 5, built by Baldwin in 1908.—Gerald M. Best (one of our *Interesting Railfans*), 511 North Sierra Dr., Beverly Hills, Calif. 90210.

WOULD Santa Fe ever sell one of their old or damaged hi-level passenger cars to the public?—Jeff Wingfield, 318 Park Drive, Hamilton, Ill. 62341.

CANADIAN PACIFIC had only three Shay-geared locomotives, but acquired a fourth Shay in 1922, though she was not used in mainline operations. This locomotive (Lima 2154), was purchased secondhand from the West Kootenay Lumber Co. She was used in timber work by CP's Department of Natural Resources, which administered our agricultural and mineral resources. This unit was not included in the railway inventory, nor have I ever seen a photograph of her.—Omer Lavallee, Supervisor, Special Projects and Corporate Archives, CP Rail, Windsor Station, Montreal, Que. H3C 3E4 Canada. (Mr. Lavallee is one of our *Interesting Railfans*.)

YOU mentioned in recent issue a narrow-gage Pacific Coast Railroad. *The Official Guide* lists such a name among obsolete lines, but its live section has a Pacific Coast R.R. as a switching road in the Seattle area. Where did the abandoned line run?—M.V. Stecher, 19 Woodlane Dr., RD1, Boonton, N.J. 07005.

WORDS wanted to old rail poem with each stanza ending, "She's widen out, she's walking, she's stepping through the dew."—E.H. Schaefer, 116 Castillo Ave., San Antonio, Texas 78210.

I NEED help in building a model layout with correct scenery. Also want info on the old two-foot-gage railroads.—Eugene Andrews, 920 Monponsett St., Monponsett, Mass. 02350.

ANYONE have info on the Gainesville North Western in Georgia?—Fred Spithaler, 1354 Alverado Way, Decatur, Ga.

HOW is a train protected when making runbys on fantrips?—Paul F. Montgomery, Rte. 1, Lewiston, Mich. 49756.

SNOWPLOW photo in April '75 issue was probably taken at The Dalles, Ore., as this was the end of the 1st Division out of Portland. The east end of Columbia River gorge was where the snow usually piled up. Building in back of loco was the powerhouse and fire department for the OWR&N yards on the river's south bank. My dad was 12 years old and a messenger boy for the road at the time. His parents had came to The Dallas on an emigrant train in 1872. His father was the only barber in town. My own father moved to Portland in 1879 when the OW shops were moved there. He died in 1924 while working for the Union Pacific as head timekeeper in the Albina yards. As a professional organist, I have played for many fantrips in the lounge car running through the Northwest and California.—Leon F. Drews, 4218 N.E. Sandy Blvd., Portland, Ore. 97213.

WANTED: history of Ecuador railroads.—Henry Gunston, The British Embassy, Quinto via Outward Bag Room, Foreign Office, London S.W. 1, England.

ANYONE have builder's date, weight, tractive effort, and railroad that owned two Heislers and a 4-6-0 operating on Whitewater Valley R.R.? Did the Heislers come off the Maggie Valley in North Carolina?—Bob Escue, Southern Hotel, 2 South Park, Mansfield, Ohio 44902.

I'D LIKE to know approximate date of manufacture and current value of an old railroad pocket watch, 24-hour face, made by H.H. Humber, Red Deer, Alta., Canada. It has 17 jewels and name Regina on face.—D.W. Conrad, Box 5133, Armdale P.O., Halifax, N.S., Canada.

CAN anyone identify a steel plate removed from former right-of-way of Rock Island Southern near Woodvale, Ill.? How was such a plate classified and installed? Did the road ultimately become electrified? Was Pope Creek trestle the longest structure of its kind in the country? Did the line quit after fire destroyed that trestle? Info wanted on this line.—David W. Ganyard, associate professor, Western Illinois University, Macomb, Ill. 60455.

INFO, pix, and date wanted on Pennsy train that crashed through bumper at Union Station, Washington, D.C., plowing into the waiting room before dropping into the basement.—Earl Tilman, The Hobby House, Chesapeake, Va. 23320.

I WANT info on Minnesota logging roads, especially Minnesota & International; Minnesota, Dakota & Western, and International Lumber Co. Is a former MD&W Shay or Heisler on display somewhere in Georgia?—Rick Hordern, 14B Morningside Gardens, 70 LaSalle St., New York, N.Y.

MALLETS of the Kansas City Southern included 12 of the 0-6-6-0 type numbered 700-711, and 17 of the 2-8-8-0s, Nos. 750-766. Much study was made in 1923 to cut down the grade over Rich Mt., but instead more Mallets were ordered. They came on the road in 1924. The study was revived in 1966. The decision was bigger power, this time the SD-40 class diesels.—Harold K. Vollrath (one of our *Interesting Railfans*), 8938 Maple Drive, Shawnee Mission, Kan. 66207.

THE P&R in Calif. was the Porterville & Springvale, the name being derived from a carbonated mineral spring. I'm interested in the Visalia Electric.—Dawrence S. Glenn, P.O. Box 181, Exeter, Calif. 93221.

I WAS under the impression that the Old Colony, Boston to Provincetown and branches, was an independent road before it became the OC Division of the New Haven. I recall hearing it was built under the supervision of two engineers, a father-son team, of Oscar and Harold Briggs. Was this right? Was the GL&S, or CL&S, part of New York Central?—F.W. Wessel, 2401 H St. N.W., Washington, D.C. 20037.

I WANT name and route of train that ran through Albia, Iowa, on the CB&Q before merger.—Jeff Myers, 1555 West Acre Dr., Muscatine, Iowa 52761.

WHICH major roads used, or are using, U33B and U36B locos.—Philip A. Smith, 40 Kais St., Frankston 3199, Victoria, Australia.

ACCORDING to John Rehos book, *The Nickel Plate Story*, NKP Hudsons 173-175 were sold to the Louisiana Eastern at the end of steam operations. What became of them?—Lynn Willer, 5849 Goshen Rd., Ft. Wayne, Ind. 46818.

INFO wanted about founding and early days of the Chicago & Alton and about George Barnet, my great, great grandfather who helped pioneer this line.—Richard M. Douglass, 1503 Dundee Court, Bel Air, Md. 21014.

DATA needed on Rock Island passenger trains that operated out of El Reno, Okla. What were their names and schedules; when was the last run?—David Lineberry, 1017 Don Diego Ave., Santa Fe, N.M. 87501.

HISTORY and info wanted on the New York & Ottawa R.R.—Edwin Storey, 98 Apollo Dr., Rochester, N.Y. 14626. •

PASSENGER TRAIN SURVEY

Erie Lackawanna train 6, *Lake Cities*, arrives in snowstorm at Summit, N.J., in Dec, '69, one week before passenger service ended.

Bill Botkin, 13 Columbia Road, Convent Station, N.J. 07961

TELLING how she had felt while lying between the rails as an 11-car passenger train passed over her a few inches from her body, Wendy Gail Baker said: "I felt a lot of wind and dirt flying everywhere." Wendy, who is 11, had left her home at Knob Noster, Mo., to walk down a lane and across the Missouri Pacific tracks and a highway to a service station to make a purchase for her mother. Coming back, she took a short cut across a trestle above a creek.

A.D. Carver, the engineer of an Amtrak train highballing from St. Louis to Kansas City, saw her on the track and yanked his whistle cord. Wendy began to run, but after a few steps decided she couldn't make it across the trestle fast enough.

"I would have jumped," she said, "but it was a long way down. Besides, the creek is deeper than the deepest swimming pool. So I lay down as flat as I could between the rails, hoping for the best. All I could think of while the train was rushing over me was that the sack for my mother had fallen into the water."

Carver slammed on his emergency brakes and stopped the train almost directly in front of Wendy's home, which stands on a hill overlooking the railroad and highway. Running back to the girl, he exclaimed: "You don't know how glad I am to see you!"

Meanwhile, the engine-cab radio had summoned an ambulance. Wendy didn't want to go to the hospital in Warrensburg, Mo., but the crew insisted; so she went there with Carver and her mother. The train was held up till they got back. An examination revealed only a few scratches. Wendy will never again take that short cut.

ALTHOUGH the Southern's passenger operation is independent of Amtrak, bookings on Southern trains may now be made by Amtrak ticket and travel agents. The Southern has agreed to honor on its *Southern Crescent* a new USARAIL pass which offers visitors from abroad unlimited travel on Amtrak trains. The 1,154-mile *Crescent* is a daily service between Washington, D.C., and Atlanta, with three trains weekly also linking Atlanta and New Orleans via Birmingham. It serves 37 Southern stations. Amtrak's 25,000-mile system serves more than 470 stations throughout the U.S. The USARAIL pass is sold only overseas through Amtrak-appointed agents and is restricted to foreign nationals entering the U.S. on tourist, student, or business visas. It excludes residents of North America.

Amtrak's Bicentennial Colonial Corridor special tickets, on sale all of 1976, contain no restrictions on holiday travel, as originally announced, but will not be good for rides originating between 1 p.m. and 8 p.m. on Fridays and Sundays. This restriction lessens the likelihood of crowding during the peak hours of weekend travel. However, the time limit for permissible use of these tickets has been lengthened from the 21 days originally specified to one month from the date of first use. The fare offers a saving of some 30 percent from current Washington-Boston round-trip coach rates. Stops are allowed at Philadelphia and New York and at any stop between the 4 cities.

Amtrak's *Empire State Express* now serves three Ontario cities—Windsor, Ft. Erie and St. Thomas—on daily runs between Detroit and New York City via Buffalo. Only international passengers are accepted. The *Adirondack,* which makes one of the most scenic runs in eastern North America, now has a dome car for the Albany-Montreal portion of its daylight run between New York City and Canada.

New schedules for Amtrak's fleet of French-built *Turboliners* provide direct, same-train service for the first time between Milwaukee and Detroit. The run via Chicago is daily both ways . . . Cochise County in Arizona, named for a great Apache chief, is now Amtrak territory. The old town of Benson, built as a railhead to serve the Tombstone mines, is now an experimental stop of the *Sunset Limited,* which links Los Angeles and New Orleans . . . And in Indiana the college city of Marion has become a flagstop for the *James Whitcomb Riley,* which serves four Indiana cities on its route between Chicago, Cincinnati, and Washington, D.C.

Amtrak has finally backed down on its arbitrary requirement that all privately-owned rail passenger cars coupled into its trains must carry the red, white, blue, and silver paint scheme of its own cars. Hereafter, any such cars operating on mainline rails will again be able to display the characteristics they had in pre-Amtrak days.

THE TRAIN is taking the freeway! Passenger service resumes on the old Pacific Electric route! The *Sunset Limited* floats down the middle of a busway! That's what happens now, since Amtrak discontinued its Alhambra stop in suburban Los Angeles, permitting routing on the alternate and grade-separated route in the middle of I-10, the San Bernardino Freeway.

Goggle-eyed motorists pace the 40-mph luxury liner, ogling bedroom cameos and shimmering cars. Jet engines whine as the soaring train takes off for the mainline on the impressive new Rio Hondo viaduct over El Monte's Valley Boulevard. Unnoticed save to the cab crew are the block signals high atop the single-track signal bridges, appearing to a casual motorist as faint planets or distance aircraft beacons.—Robert J. Swan, public transit catalyst, P.O. Box 1866, Long Beach, Calif. 90801.

FIFTEEN senators have asked the Government to back off its plan to disconnect the popular phone service aboard *Metroliners.* They told the White House Office of Telecommunications Policy that terminating the service was not "compatible" with the Congressional purpose of upgrading service in the corridor. The White House wants the radio channels for the Justice Department.

THE CASH-SHORT Milwaukee Road hopes to generate 10 million dollars a year in revenue from three new mail contracts it is now operating between Chicago and St. Paul and from St. Paul to other Northwest areas.

NARP News Items

BOB CASEY, editor of *News from National Association of Railroad Passengers,* published monthly (except November) at Washington, D.C., wrote the following open letter to Pearl Bailey:

"The *Southwest Limited* people tell me they haven't seen you since the train's name was changed from the *Super Chief.* Just because carnations have replaced the roses in the diner, cotton has replaced the linen, and Amtrak dishes have replaced the *Super chief* china, don't think it's not a great train.

"It has both a first-class diner and a coach diner, as well as a snack bar. It still has the dome car and cocktail lounge. The menu in the diner, although not the old *Super Chief* fare, is excellent at Amtrak's low prices. The terrific *Super Chief* crews continue to serve you, although they are now Amtrak employes.

"There were three waiters, a steward, and two cooks in the first-class diner when I rode the train in September, but I understand this will be reduced slightly in the off-season. About halfway through the journey, we had a two-hour delay to repair a broken steam line, but we arrived in Los Angeles precisely on time. This means we are going rather fast, but the ride was comfortable, due to the excellent Sante Fe tracks. The *Southwest Limited* is a wonderful passenger train, so, Miss Bailey, won't you please come home?"

MEN'S lapel pins or tie-tacs of the National Association of Railroad Passengers may be had for the "below cost price" of $3.50 each from Linda Sturgill, executive secretary of NARP, 417 New Jersey Ave., S.E., Washington, D.C. 20003. These pins can serve as membership identification and a conversation piece wherever you go. Ladies as well as men wear them. Minimum membership in NARP costs $10 a year.

RAILROADS often don't want the bother of handling commuter trains, even if they are properly compensated. Los Angeles County Supervisor Baxter Ward is fighting for the right to run a few commuter trains, but Southern Pacific is "unalterably opposed" to such use of its tracks. In replying to local CBS and NBC television editorials supporting SP, Ward noted that "not a single train passed our observation point" from 7 to 9 a.m. on one of the lines SP says is "Not suited to operation of any commute . . . service in addition to our freight services."

Tom Shedd, *Modern Railroads* editor, wrote: "Despite the inevitable complaints from operating people, adding one or two . . . commuter trains to a line already carrying even fairly heavy traffic is often quite feasible."

One might add that, where a genuine need exists, track capacity could be increased for commute service, with the railroad gaining more flexibility for its operations, especially in off-peak hours—Ross Canon, assistant director of NARP.

New Demonstrator Loco

Amtrak will lease a high-speed, lightweight, Swedish electric locomotive to evaluate its performance for possible use in the Northeast Corridor. The unit will be supplied by ASEA, a leading European locomotive manufacturer.

The demonstration loco, which will be modified to meet Amtrak requirements, is due off ASEA's production line next summer. After arrival in the United States, it will run on the electrified line between Washington, D.C., and New Haven, Conn. The lease is for six months, with an option for up to an additional six months.

The locomotive, model Rc4, differs from any available or planned in the U.S. by its light weight (about 180,000 lbs., less than half that of comparable U.S. locos), its high horsepower (6,000 hp, about the same as U.S. electric locos), and its four-axle design. The ASEA unit also uses an advanced thyristor control system, incorporating an "early warning" wheel-slip control device which enables it to accelerate rapidly to high speeds with relatively heavy loads. In the U.S. it will be geared to speeds up to 120 miles an hour.

Amtrak Power Cars

SEEING a train of the new Amfleet cars go by may cause you wonder about the strange car coupled between the locomotive and the Amcoaches. It's a power car which houses generators for creating the electricity needed by the new cars for air-conditioning, lights, heat, and other uses.

Railroad cars in the past were heated by steam, generated in the locomotive. A steam pipe actually ran the length of the train to heat every car. This practice dates back to steam locomotive days, when the obvious tactic was simply to bleed off steam from the abundant supply in the locomotive boiler.

When diesels started hauling trains, the railroads built steam generators, or boilers, into the locomotives. It would have been much too costly to convert the thousands of cars in America's rail fleet to any other source of power.

The cars that Amtrak inherited from the railroads when it took over were steam-

Bitter chill of wintry winds sweep past old Chesapeake & Ohio depot at Ruthven, near Walkerville, in southwest Ontario, years ago. CP maintained express cartage service.

heated. Electricity for lights came from generators, connected to the car axles, but these didn't cut into the line until the train was going about 20 miles per hour.

Electricity is a more efficient and cleaner source of power for railroad cars. In recent years, many suburban cars for commuter operations have been designed as all-electric. Diesel locomotives assigned to such commuter work would have their steam generators removed and replaced with electric generators, powered by an auxiliary diesel engine.

Amtrak's eventual goal is to have its entire car fleet electrically operated. Hence, when it ordered the new Budd Amfleet cars, as well as the bi-level Pullman-Standard cars, Amtrak specified they be electrically heated, lighted, and air-conditioned. Locomotives would have generator sets installed for "head end" power.

Design problems have delayed the putting into service in the Northeast Corridor of the new E60C electric locomotives specifically designed for the Amfleet. The new cars went into service hauled by the venerable and reliable, but steam-equipped, GG-1's.

Since there was no room inside the GG-1's for generator sets, Amtrak's engineers decided to install the twin generator set inside a rail car and then place the resultant power car into the train's consist. The GG-1 would haul the train while the power car would provide the electricity for the cars' various functions.

The power cars are strictly a temporary situation. Ultimately, the Amfleet will be hauled by locomotive with head-end power; but until they go into service the power cars serve a useful purpose. The first three to be used were converted from former passenger coaches. Six more are being built from former baggage cars.

Each power car has twin self-contained engine-alternator sets, complete with all necessary controls, switching devices, and emergency shutdown systems. The units generate 480 volts of alternating current, with a total minimum output of 750 kilowatts.

Electricity generated is used for floor and overhead heat, water heater, air-conditioning motors, cove and reading lights, signs, exhaust fans, locker lights, and water cooler. The power cars also meet regulations on air pollution, spark emissions, and noise levels.

Down by the Depot

EMPLOYES of several intercity bus lines in the area of Boston, Mass., picketed South Station on the afternoon of November 7th as Amtrak service began from that point to Chicago. At the same time a rally in Washington, D.C., also protested against so-called "unfair competition."

"They're charging $2 less than in 1972 when the old rail passenger route went out of business," said Harry J. Roberts, Boston city service supervisor for Greyhound Bus Lines. "The public is being asked to subsidize these rail fares to the detriment of bus companies, which are supposed to have the lowest fares. We've had to cut bus fares by 40 percent, which is ridiculous."

Tour hostess Wendy Smith makes sure that passengers debark safely from Algoma Central excursion train at picturesque Agawa Canyon, Ont., Canada, Aug. 3, '75.

Ronald Johnson, 662 Highland Ave., South Portland, Maine 04106

MILWAUKEE ROAD depot in Fargo, N.D., that interior designer Jack Akre adapted into offices and shops, suffered a severe fire a year ago. Despite the city's attempts to condemn the building and have it razed, Akre continues to persevere.

Recently he brought Brooks Cavin, an architect from St. Paul, Minn., to Fargo to examine the structure. Cavin reported the exterior was solid and all the building needed was a new roof and some work on the second floor. But the city insists that the building must come down and sent Akre his second condemnation notice. The owner has appealed to the state for help in saving the depot building, erected in the 1880s, which is listed in the National Register of Historic Places.

ROARING SPRINGS, Texas, has restored its railroad depot as a community center. It was built in 1913 for the Quanah, Acme & Pacific Railroad. The project was undertaken by the city with members of the Predicta Study Club and the Lions Club. •

Santa Fe *San Diegan*, No. 74, during pre-Amtrak days, skirts along the beach near San Clemente, Calif., on October 5, 1970.

Joe McMillan, 250 South Rose Drive, # 1, Placeentia, Calif. 92670

HOBBY CLUB

conducted by Sy Reich

HARDLY a week goes by without our receiving a letter, card, or telephone call from some railfan in the U.S. or Canada with a complaint about having been set upon by a railroad bull (special agent) for taking pix of engines and trains. Several buffs in southern California, for example, were hauled away to the "slammer" by rail cops. It seemed like outright harrassment, especially as the victims had been outside of railroad property; but there's another side to the coin.

Railroads everywhere are being hit by too many young jerks throwing rocks or entering yards to vandalize equipment and raise hell in general. Unfortunately, the innocent railfan is the victim of these bitter railroad experiences. Fans often travel in pairs, or more, and when the bull spots them he's ready for action. He should be, unless they have a good reason for being where they are and can prove it. We have repeatedly urged anyone bent on picture-taking in yards or along rights-of-way to get a written okay from that railroad beforehand.

We, too, have policing to do within our hobby. One character we should keep our eyes on is the guy who isn't content with grabbing pix of GP40s or dowager coaches in a yard, but uses a wrench, screw driver, or similar device to lift a piece of railroad property for his own gain. He's as much a vandal as the rock-throwers and should be treated accordingly.

Hank Sommers, president of the Susquehanna Valley Chapter, NRHS, puts it very well. He says that if you see anything in a group you are with, or witness someone doing what could cause an upleasant relationship with a railroad, you should speak up on the spot: protect your freedom to pursue your hobby with the least encumbrances to yourself and your fellow legitimate railfans. This eroding relationship between hobbyists and railroads has gone far enough. Rock-throwers and such, even outside railroad property, jeopardize your picture-taking possibilities. The "problem" fan is a blot on our hobby. Take care of both, and don't use kid gloves.

Winding through the mountains on Mallorca Island last Dec. 30th, this train is heading for Soller on the 36″-gage Ferrocarriles de Soller. (Details on page 21.)

Photograph by William T. Morgan

AN URGENT appeal is being made by the Pacific Coast Chapter, Railway & Locomotive Historical Society, for oldtime artifacts for the Arcade depot and the Old Sacramento Railroad Museum in California. With the first of the museum complex buildings scheduled for completion next summer, you can see the importance of getting the show on the road. Wanted are signals, switchstands, bells, whistles, station, interiors, ticket daters, paintings, etc. This takes in just about everything that would have been a part of the railroad scene before and after the turn of the century. Contact Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061, or Brian T. Thompson, 3476 Northwood Dr., Castro Valley, Calif. 94546.

Arcade station will be located along the Sacramento River on the exact site of the first railroad depot in Sacramento over 100 years ago. It will house seven to nine pieces of the Chapter's historic rolling stock; all four units that were once part of the Virginia & Truckee R.R., NWP 112, private car *Gold Coast,* and SP coach 71. Two other pieces of rolling stock also will be selected.

Fred writes that the roof of the old concession stand at the now abandoned 3rd and Townsend streets station in San Francisco has been carefully moved to the Cable Car Museum. The top, with its 1,110 pieces of leaded glass, resembles a cable car top. The posts and much of the old oak wood was saved and refinished. Built during the Panama-Pacific Exposition in 1915, it is an important attraction to the Cable Car Museum Gift Shop operated by the Chapter.

A NEW organization just started in Dixie, looks like a good one: the Southside Virginia Railroad Historical Society in Petersburg, Va. The members meet on the 4th Tuesday at 7 p.m. in the Virginia Mutual Savings & Loan Assn. Building. George D. Brewer, Jr., president, hopes to open a museum in Petersburg as soon as finances permit. Plans are being made to preserve old passenger cars, a caboose, and eventually a steam loco. This non-profit club needs donations of money and railroad memorabilia. Contact George at Southside Virginia Railroad Society, P.O. Box 207, Petersburg, Va. 23803.

THE TORONTO AND YORK Division of Canadian Railroad Historical Assn. reports good news. Electric loco No. L-2, formerly of the London & Port Stanley Ry., has been presented to CRHA by the London (Ontario) Public Libraries and will join the other exhibits at the Harborfront Museum, Toronto.

DAVE GOULD is a Mohawk & Hudson Chapter, NRHS, member who works as an exhibit planner for the New York State Mu-

Among many Pacific Coast Chapter, Railway & Locomotive Historical Society pieces of treasured old western U.S. rail equipment on display when Arcade depot at Old Sacramento Museum opens will be *J.W. Bowker*, ex-Virginia & Truckee 21, built in '75. She's shown at opening of San Francisco Maritime and Railroad Museum in '50s.

seum in Albany. One of the exhibits they'd like to have in Albany's new Empire State Plaza in time for the Bicentennial celebration next July will deal with transportation. Dave wants help in rounding up suitable stuff to tell the story of railroad development in New York State.

Joe Thompson, editor of the Chapter's newsletter, *The Callboard*, writes that even if you don't have what they are looking for, you might be able to suggest where it could be obtained. They want permanent donations, not loans. Donations are tax deductible.

Dave is interested in passenger time-tables, 1920-'65; semaphore blades, and a diesel loco control stand, including transition lever, throttle, independent engine brake, train brake, bell, and sander controls, preferably Alco. The semaphore blades don't necessarily have to include mast, or complete signal head, but if they do, that's okay. Either order board or block signal type is appropriate. Dave says it doesn't have to be old or rare as long as it's in good condition. Contact Geoffrey Stein, Office of State History, Rotterdam Industrial Park, Bldg. 8, Schenectady, N.Y. 12306.

MICHIGAN STATE University Railroad Club is selling prints of a well-done line drawing of Pere Marquette Berkshire 1225, size 11x29˝, in ¼˝ scale, at $2 each to raise money for the cost of rebuilding 1225 for excursion service. The prints are on parchment-like stock. Send to the club, MSU Museum, East Lansing, Mich. 48824.

A NEWLY-ORGANIZED body says Rocky Mt. Railroad Club has for one of its purposes the restoration of remnants of Colorado rail history. Member Bill Jones of Gunnison says that when the National Park Service wanted to have repair work done on engine 278, a boxcar, and hack 0577—all on display at the old Cimmarron River bridge—a partnership that he had formed, known as Colorado Midland Enterprises, successfully bid for all painting and restoration work.

The job included installing a new boiler jacket, making replica classification lamps, cinder screen, marker flags, etc. In addition to just painting, a lot of little things had to be done. All equipment had to match the 1936-'40 Moffat Tunnel/Royal Gorge logo. Near-perfect historical accuracy was assured through pride in the job.

By careful sanding, the loco's original lettering was revealed and stencils were made off the actual aluminum-leaf letters. Even the original letter-spacing was measured and recorded. Each letter was then hand-painted with fine aluminum powder dissolved in spar varnish. About 150 man-hours were invested in the tender lettering. The wooden cars were lettered with white lead, brushes, and stencils, not spray paint. The result, Bill feels, is some of the finest narrow-gage equipment on display anywhere.

Several club members with sage advice helped in the research stages of the work. CM Enterprises hopes to continue in the railroad restoration field. It will work on the Sargents depot after it is moved to Gunnison, which could very well have arrived by now. The Colorado Centennial-Bicentennial Committee has endorsed this depot project.

JUST FORMED: the Pennsylvania Railroad Technical & Historical Society, successor to the Pennsylvania Research & Information Assn. This non-profit society has been incorporated under the Pennsylvania Non-profit Corporation Law. Its purposes are essentially the same as those of its predecessor, namely, to further an interest in the Pennsylvania Railroad, its subsidiaries, and its predecessor companies by encouraging the collecting, researching, recording, and preserving of PRR technical and historical information. Our quarterly publication, *The Keystone,* published continuously by the old PR&IA since 1968, continues to provide members with accurate info. Gary C. Rauch, publicity chairman, PRRT&HS, 515 Miranda Rd., Pittsburgh, Pa. 15241.

DICK KRAMLICH, member of R&LHS, Miami Chapter, the NRHS, and Gold Coast Railroad, recently bought the private car *Sealevel,* which was built for the president and directors of the Pittsburgh & Lake Erie, and refurbished by New York Central in 1965. Railfans visiting Florida this winter will be able to see it at the Gold Coast Railroad in Ft. Lauderdale, writes Gene Gordon, editor of North Jersey Chapter, NRHS, newsletter *Marker Lamp.*

JERRY ANGIER, who edits the always interesting The 470, newsletter of Railroad Enthusiasts' Portland Division 470 Club, says the historic locomotive *Lion* has become a Washington County, Maine, Bicentennial project. Built in Boston in 1846, she has been moved from Orono to Machias and adequately housed. The old steamer once served on the Whitneyville & Machiasport Railroad which had 8 miles of track to transport lumber from mills to schooners at Machiasport. The 22˝ long, 15˝ tall engine will be on display until mid-1977.

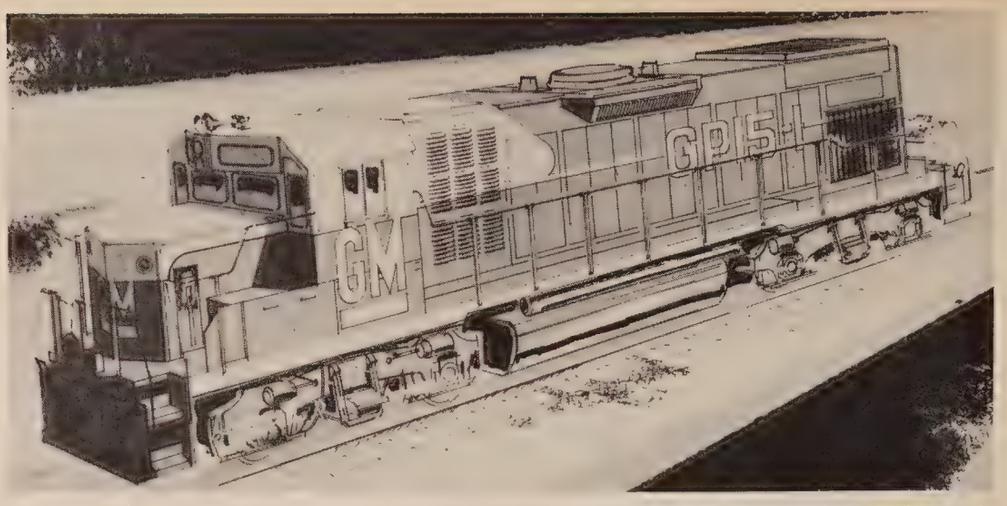
While 470 club member Herb Cleaves was walking along the abandoned right-of-way, he came across a 14˝ section of the ⅜˝ thick metal strapping on the Old W&M roadbed, bolted or spiked to the ¾˝ timbers which served as rails back in the 1840s. Herb made his discovery less than one mile from the University of Maine at Machias campus, where the *Lion* is now located.

LARRY THOMAS writes in the Southwest Kansas Railroad Society newsletter, *The Southwest Limited,* that some model railroad clubs may be found in the area surrounding Kansas, especially to the south. El Reno Model RR. Club has a very large layout in the Rock Island depot. For several years this club has been sponsoring an exhibit at the Oklahoma State Fair. Members meet at 7 p.m. at the depot on the second and fourth Mondays of each month.

Another club is the Enid Model Railroaders, meeting on the third Tuesday of each month. Shawnee Lukens Society of Model Railroaders meets at the Rock Island depot every Thursday at 7 P.M. still another is Great Plains Model RR Club, with 100% NMRA membership, at Lawton, Okla. •

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



New general purpose EMD-GE diesel-electric replacement locomotive designated GP15-1. The four-axle, four-motor unit, rated at 1,500 hp, is designated to succeeed older units by providing improved performance and lower operating costs. It features all-new construction using certain re-manufactured components from trade-in locomotives such as trucks, traction motors, main generators and batteries. Backed by a two-year or 250,000 warranty, the GP15-1 incorporates EMD's latest advances in technology.

John C. Illman, 7400 Errol Drive, El Cerrito, Calif.

RAILROAD freight seems to be picking up considerably. The resurgence of coal, new life in the auto industry, and the latest Russian grain deal are prime factors. At Cincinnati, where I live, I see these factors reflected in many trains. The B&O's Toledo Division, for example, is known as a coal conveyor northbound and an automobile assembly line southbound. Penn Central likewise. Both roads take coal off the Louisville & Nashville to the Lakes and bring back new cars and parts.

Prime recipients of this freight are L&N and Southern. Interchanges and run-throughs between these four railroads account for 75% of the freight activity in this town. When autos and coal are off, inactivity sets in quickly.

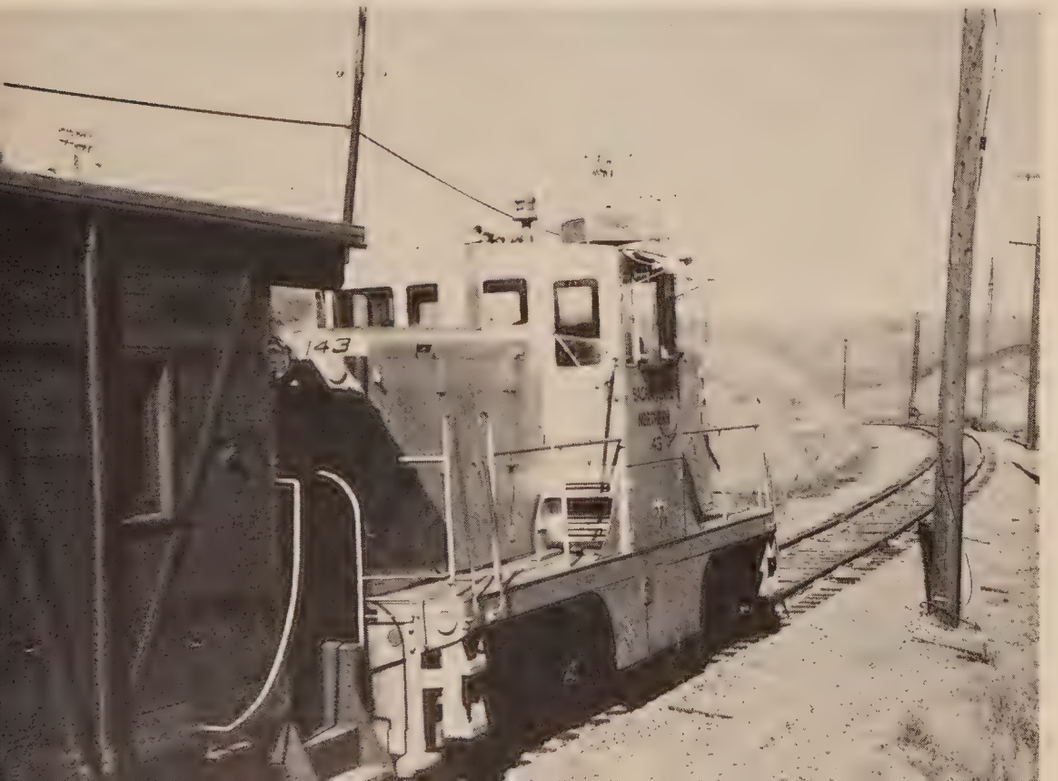
Lately, we have been treated to a new unit coal train, Detroit Edison's, made up of 100-ton Pullman-Standard rotary-dump "bathtub" gondolas, painted black with red on the rotary end. This train comes in over PC, goes down the L&N to load. So far, it has been running on a "demand" schedule, with the empty train laying over in L&N's Decoursey Yard until it is needed. No Detroit Edison power seen as yet.

Unit grain trains also are moving, both on B&O and PC. Both use primarily Pullman-Standard covered hoppers. Seaboard Coast Line's famous U-36B No. 1776 was reported moving north through Cincinnati in mid-October, going up the Penn Central on a PC-L&N run-through. I missed her. Anybody north of Dayton happen to see her?

It's official: the last operating Alco switcher in Cincinnati is Procter & Gamble No. 9, a 660-hp S-1. She is back from overhaul, but the hoped-for repainting didn't happen. In fact, she has lost her nose stripes and is now grimy black with white block lettering. Crew misses their B&O "loaner" (first an S-2, later an NW-2), due to lack of horsepower. It might be the first time they realized that No. 9 has no supercharger.

The second-last of the SD-45T-2's was in town in October; Cotton Belt 9403. The B&O has moved in some Alco S-4's (with MU jacks) from New Castle, Pa. They joined their older brothers on the Stockyards storage line with stacks capped. Possibly they will be sold from here. S-4's are rare here on the B&O. I never saw one used in this area during the 15 years I have been in Cincinnati. They were common in the Pittsburgh-New Castle-Youngstown area.

Sacramento Northern 143 on old electrified line near Clyde, Calif., Feb. 12, 1966.



LITTLE-KNOWN East Washington Railway Co., which operates from Seat Pleasant, Md., to the Potomac Electric Power Co. plant on Benning Road in Washington, D.C., about 5 miles, is in serious trouble, due to the decision of Pepco to switch from coal to oil fuel. The EWRR employs 10 and owns an ex-Washington Terminal RS-1 and a 65-ton Whitcomb "humpback," but has precious little revenue other than switching coal into the Pepco plant.

This amounted to between 15 and 30,000 tons of coal per month. No coal has been switched in since August 15. Pepco claims it cannot continue to burn coal and comply with the DC emission limitations. Pepco's Benning Rd plant has long been one of the District's worst polluters, accounting for 1445 tons of particulate, or about 20% of the dirt in the local air! Therefore, cheaper and easy-to-get coal must give way to scarce oil, with repercussions felt by many.

What of East Washington's future? This road is known locally as the last remnant of the famous old Chesapeake Beach Railway, which rolled bathers to the Bay beaches before a disastrous hurricane snuffed the line in the thirties. Now a storm of another kind threatens the remaining 5 miles.

THE *LOCOMOTIVE ENGINEER* got so many complaints from members of the Brotherhood on riding qualities of EMD SDP40F's that they published a plea to "Please stop sending complaints." The discussion came to a head October 10th on front page 1 with a story about the derailment of Amtrak's *Floridian* at Pulaski, Tenn. Two SDP-40F's, the 548 and 550, were heading the train that day. Although no cause of the accident has been officially announced, the *Engineer* strongly suspects "erratic" tracking of the second unit as a prime factor. Will this incident trigger an investigation of the many complaints?

COMPLAINT from a BLE man about foul odors emanating from the toilet com-

Tunnel puzzle. Twin tunnels at M 62.5 on the Canadian Pacific, about five miles west of Agassiz, B.C., provides an interesting composition. A word of warning: both trains are very real, so are the tunnels, but the trains were not there at the same time.

Nicholas Morant, Box 63, Banff, Alberta, Canada

partment of SDP-40F's he operates between Huntington and Hinton, W. Va. (on Amtrak's *Riley*) brought an investigation by Federal Railroad Administration inspectors and some action. A letter from Amtrak President Paul H. Reistrup mentioned installation of dam and drain modifications to facilitate cleaning of the toilet area, and work with EMD to establish a better air seal between toilet compartment and cab.

A NEW LAW in Pennsylvania requires locomotives operated in excess of 30 mph to be equipped with speed recorders which provide a permanent record accurate to within 4 mph. Yard service engines are exempted. One third of the covered locomotives must be equipped within one year, all to be so equipped in two years.

For five years, New York State Assemblyman Ronald Tills has been trying to get a bill through the Legislature at Albany which would require spark arresters on all locomotives in the state. Arresters he wants are the rounded screen type, applied as a cap over stacks, which he says cost $12 per screen. His bill has been vetoed again, as Governor Carey wants to wait until the Federal Government acts on the condition of the state's railroads. A photo of Mr. Tills in the Sept. '75 issue of the *Albany Report* shows him on the gangway of a Buffalo Creek Alco S-2, which is equipped with a screen.

BOSTON & MAINE has joined the ranks of roads which offer training to engineers and prospective engineers, although not quite on such a grand scale as the Southern Pacific or Santa Fe. The B&M's "loco simulator" is a 50-foot house trailer having a control stand, air-brake equipment, and a 16-mm sound movie of the right-of-way. B&M recognizes the need for qualified engineers, and actively solicits students from time to time. Drop them a line; it can't hurt.

A CANADIAN NATIONAL electrician, Clifford Arnold of Winnipeg (Transcona Shops), has invented a portable remote-control testing device for automatic components of diesel cooling systems. Instead of a man operating controls on signal from a partner over the noise of the engines, Cliff's device simply plugs into the locomotive and a man watches reactions of the electrical components as he controls them by remote switches. Sounds good to me.

ISSUE 52 of *Extra 2200 South,* just out, has photos and specs of four new diesel models built last summer. Amtrak's new GE P30CH's, 25 units built between July-October 1975, are 3000-hp, C-C wide-cabs which look like an E unit with a flat face. They are numbered 700-704, reported (by Ray Hakim) as in service out of New Haven, Conn. Montreal (MLW) has a new M420 TR (type 2), 7 feet longer than the M420 TR type 1, but with the same engine and electrical gear. It's a 2000-hp, B-B end-cab, which at first looks like a long Baldwin switcher. Cab is in front, designed to be run cab-forward. First of these went to Ferrocarril del Pacifico (Mexico) 522-536.

Southern Pacific has taken delivery of the first EMD MP-15AC, 2702. This is 18" longer than the MP-15DC, has an AC alternator instead of a DC generator, and features the horizontal "tunnel" fan and low air-intake arrangement pioneered by Southern Pacific on SD-45T-2. No problem spotting these units, as the old EMD front-end radiator is gone, resulting in a plain, flat, sheet-metal front end with a straight-across light bracket. New FRA steps are another spotting feature.

Finally, we have a new model from a new builder, really a rebuilder, Morrison-Knudsen of Boise, Idaho. The new M-K TE-53-4E is the result of combining a U-25B frame and cab, GE trucks, rebuilt prime mover and generator from a B&O F-7 (mounted in reverse from original), and a new fabricated hood and wide nose. Result is rated at 1600 hp and looks quite like Santa Fe's CF-7 rebuild. M-K demo 5301 is the first; ironically, the frame and cab were originally GE hi-nose U-25B demo 2502. M-K has enough parts to produce a real fleet of these if they catch on.

Extra 2200 South also forecasts a new model, due in 1976—an EMD GP-15-1, a bit shorter than the GP-35 and possessed of a single "tunnel" fan. Also a 12-cylindered 645E rated at 1500 hp. Its idea is to counteract the U-18B and GP-7/9 rebuilds.

BIG NEWS on the Erie Lackawanna finds E-8's going back into freight service off the storage lines at Marion, Ohio. According to Charlie Laird, EL operator at Sterling, Ohio, five units (815, 818, 819, 830, and 824) joined nine others in service in the Marion area prior to 10/10/75. Nos. 809 and 817 are still stored, famous 811 has been scrapped, and 823's prime movers are now inside RS-3m's 1060 and 1061. Charlie has seen E's on PB-100 through Sterling lately. News on EL's last Alco S-2's in the Akron area isn't good, though, as NW-2's Nos. 408, 413, 410, and 414 were brought into replace them. S-2 521 (with unique Baldwin cab) went west on 9/22.

Rumors have it that EL's Bicentennial unit will be SDP-45 No. 3638, which will

Eighteen CP Rail units recently crossed Columbia River bridge returning to Revelstoke, from Chase, B.C., after helper service. CP Rail

come out of Hornell Shops in red, white, and blue.

Charlie says EL activity at Sterling is up from a low of 10 trains per day to an average of over 21 as business picks up. He adds that the days of the F-units through Sterling are gone, with no EL or B&O F's seen in months, although F's are in use to the south on Penn Central.

A TRIP to Norfolk & Western's big Brewster facility turned up 38 locos in storage, mostly Alcos, broken down thus: eight RS-11's, four RS-36's, seven C-420's, five C-424's, four C-425's and S-4 No. 2053. The F-M's included two H-10-44's, six H-12-44's, and Trainmaster H-24-66 No. 3595. Also stored was SW-1200 No. 3379. If you've been searching for N&W's lone chop-nosed C-420 and NKP's only C-420, No. 2578, it is in the storage line at Brewster.

JOHN J. MERWIN of 11 Stambaugh St., Girard, Ohio 44420, spotted Milwaukee GP-40's numbered 2049 and 2064 working on the EL between Warren and Youngstown, Ohio. He wonders how many Alco and GE fans notice the similarity between those builder's cooling intakes and the new EMD "tunnel" fans.

Looks like Naporano Iron & Metals has made a clean sweep of the last of the B&O F-7 fleet. Ray Hakim has a Naporano report at the end of September: five Amtrak E-8's, Jersey Central RS-3 1709, six B&O F-7's and Chesapeake & Ohio E-8 No. 1471.

JAMES E. MACK of 173 Chamber St., Phillipsburg, N.J. 08865, works for Bethlehem Steel in Bethlehem, Pa. He says the company uses a 65-ton Whitcomb "humpback" as a remote-control loco in the Basic Oxygen Furnace area. He mentions also five SW-1's (one PC and Reading 19 included) and one SW-900m (rebuilt from SW-1). The Philadelphia, Bethlehem & New England RR shops (plant railroad) are currently modifying two 65-ton Whitcomb model 65-12E center-cabs. These were purchased from the Navy Yard at Pearl Harbor, Hawaii, through dealer George Silcott. These are 3' gage with Cummins engines, built May, 1945. They will have cabs cut to close clearance for use in BOF area and will be sent to Johnstown, Pa., plant. Jim is on the board of directors of Atlantic Central Steam Co., which is rebuilding Royal Hudson 2839 in the Northampton & Bath roundhouse.

IN CANADA, business is picking up slowly. CP Rail has returned to work some of its stored RS-3's and RS-10's. Alco FA-) No. 4015 was officially retired 9/11/75. Prime movers from the CLC (FM) units at Ogden are being shipped to Houston, Texas, probably for use as stationary plants. It is rumored that a Louisville buyer wants to buy the blocks from the retired DRS-4-4-1000's and both #8009 and 8010 in their entirety, but nothing finalized as we go to press. Ogden Shops scrapped H-16-44's numbered 8605, 8715, 8718, and 8728, first four of the 26 H-16-44's to be cut up.

RDC 9058 hit a truck at Laval and is now in Angus Shops. Projected new diesel orders for CP Rail may include 20-25 more SD-40-2's. The latest delivery, 10/10/75, was SD-40-2's numbered 5718-5721 from GM London. Current repair policy has it that no Alco 244 engines will receive class reapirs, and any engine with damage exceeding $10,000 will be retired and cannibalized.

CP Rail C-Liner 4104 will go on display in Calgary next to 2-10-4 No. 5934 at some future date. Loco is currently in Lethbridge roundhouse. The PR Department will save an Alco FA-2/FB-2 set to go with the stored power (4065-8554-8000) at Chapleau, Ontario. Unit numbers will not be made public until the locos are in Chapleau.

Is Delaware & Hudson looking at some of CP Rail's Alcos? It is rumored that they want an A-B-B-A matched set—sure would be nice-looking in D&H colors. Quebec Cartier Mining is interested in more big Alcos—possibly eleven C-630's and thirteen C-636-s. The CP is said to be taking a hard look at some of its 4500's, but nothing official.

The tribe of Indians, near Woodstock, New Brunswick, blocked the Shogomoc subdivision the first week of October, claiming that CP Rail was using their property without compensation. No official word on the outcome. Lake Windermere station was demolished by the wreck of an 821 unit coal train in early October, injuring slightly the operator (the roadmaster's daughter). sorry; we don't have her name or picture.

Photograph by Don Dover

Reading SW-900 No. 1511, a Phase 4, shown idling in yards at Reading, Pa., July, '70.

British Columbia Railway's FM H-10-44 No. 1004 has been re-engined with an Alco prime mover, making the road 100% Alco-powered once more.

Canadian National is still taking delivery of their new 1700's—by late September they were up to 1787. Projected new units include twenty M420's, 2560-2579, due out 10 in January, 10 in February, and possibly 25 more GP-40-2's and 25 SD-40-2's in 1976. CN lost the lead engine in Turbo Train 66 in late September. The train caught fire near Riviere Baudette and tried to make it to Coteau, where a city fire department was waiting, but the smoke got into the ventilating system and choked passengers. So the engineer backed to a crossing in Riviere Baudette and watied for the local firemen, with the result that the engine was gutted.

A LATE REPORT from Jerry Mart of Hopkinsville, Ky., says all L&N F-units are now retired. The last four to go included 554, an F-3. Last days of F's on the L&N had them running out of Nashville to Bruceton, Tenn., and Memphis, almost always used as trailing units.

According to Harold Buckley, Jr., of Kensington, Md., most B&O action in the area of Washington, D.C., includes replaced units from the Western Maryland, including many F-7's. The B-B units off Norfolk & Western have been common there lately.

Two EMD switchers look so exactly alike externally that they defy identification. These are the 600-hp, 6-cylindered SW-600 and the 900-hp, 8-cylindered SW-900. Both were produced in the same time period. Both are identical except for the number of cylinders. They are single-stacked, standard EMD end-cab B-B designs, with the large full height front radiator grill.

The first units produced in each model (until March, 1955) had the six-louvered battery box and are indistinguishable from the earlier SW-8, adding to the confusion. Phase II of both SW-600 and SW-900 got the 5-louvered box.

The only way to distinguish SW-600 from SW-900 is by the roster. Fortunately for railfans, SW-600 is a very limited production model, thus very rare. Original tallies showed 15 units built between February '54 and January '62. It has been subsequently learned that Inland Lime & Stone's No. 10, reported as an SW-900, has only 6 cylinders

Lehigh Valley No. 130, an SW-900m, resting from chores at Buffalo, N.Y., in May, '70. Rated below 900 hp because of rebuilt parts loco reflects Phase III in SW-900 work.

Bert Pennypacker, 4307 Palmetto Street, Philadelphia, Pa. 19124

Midway Railroad Co. SW-600 No. 512, ex-C&SOE, at Lockburne, Ohio, October 24, 1969. Phase I details: flat-welded buffer plate, six battery-box louvres, and three lifting eyes above handrail. The loco had been working Buckeye Foundry in Columbus.

Photograph by Don Dover

J.M. Leclercq, Divonne-les-Bains, France

The snow is deep this December day in 1970 in mountainous Grenoble, as French National Railway's BB-66429 prepares to leave table.

SP 1171, a Phase I SW-900, shows added rooftop number-boards and extra headlights.
From X2200 collection

and is thus as SW-600. Back in January, 1969, *Extra 2200 South* wondered how many SW-900's are really SW-600's, but to my knowledge no other mistakes have been found. The roster of the 16 known SW-600's shows only two units sold to a Common Carrier, all of the rest to private industry. Here it is, courtesy of *X 200 South* (Jan. 1969). It shows the owners, road numbers, builders, and dates built.

Northern Indiana Pub. Svc., 4, 19492, Feb. 1954
Chicago & North Western, 1280, 1281, 19513, 19514, 3/54
McLouth Steel Corp., 8, 9, 19300, 19301, 6/54
Texas Oil Co. (Texaco), 23, 19607, 6/54
Detroit Edison, 213, 19525, 7/54
Cols & Southern Ohio Elec., 512, 20376, 3/55
Shell Oil, 9, 20616, 4/55
Gulf Oil, 9, 20665, 9/55
Philadelphia Electric, 30, 24679, 5/58
Clinchfield Coal Co., 100, 24745, 9/58
Marathon Southern, 1, 25682, 6/60
Inland Lime & Stone, 10, 26830, 9/61
Arizona Public Svc., 1, 26932, 12/61
Public Svc. of Colorado, 15-1, 27278, 9/62

Note that overwhelming majority of these SW-600 owners are public utilities (power plants) and oil companies. the small but "railroad-sized" (as opposed to industrial-sized) switcher market was glutted with SW-1's and Alco S-1's in 1954, when the SW-600 was first offered. Sales were never good, losing out to bigger brother SW-900. When EMD introduced the new "645" line in 1965, a 6-cylinder SW-750 (logical projection of the SW-600) was mentioned once but quietly dropped from the catalog. The 6-cylinder line was kaput.

The entry for Columbus & Southern Ohio Electric Co. is interesting. The SW-600 No. 512 it owned was lettered Ohio Midland Ry., then Midway Railway Co. before the loco was sold. The line hauled coal to the Columbus & Southern Ohio Electric power plant at Lockbourne (near Columbus), Ohio. The loco was sold to Buckeye Foundry in Columbus, where I assume she still works. Buckeye Foundry is known for its huge six-wheel flexible "Buckeye" tender and freight car trucks.

There are four phases (with minimal changes) of SW-600 production, all concurrent with phases in SW-900 construction. SW-600 was EMD spec 8033.

Phase I, 2/54 to 3/55, was distinguished from the earlier SW-8 only in that the coupler buffer was flat-welded instead of the curved cast type.

Phase II, 4/55 to 9/55, saw the louvres in the battery box change from six to five, and the backs of the step risers left open.

Phase III, 5/58 to 9/58 (none built 9/55 to 5/58), saw the center lifting eye (above the hand rails) removed.

Phase IV, final production (4 units) from 6/60 to 9/62, saw the hand-rail stanchions changed from bar type to open channels. These changes may seem insignificant and, of course, do not affect the overall performance of the loco. However, they are valuable clues to production dates, as they reflect changes in component parts policy.

The SW-900 was a far more popular "small switcher." *Extra 2200 South* accounts for 367 of them, plus many SW-900m's that were built using the old generators of traded-in Winton SW's and SC's, which hold the hp rating down to 600 or 660. The SW-900 sold also in Canada. There are no SW-600's outside the U.S. Some SW-900's can be found on Flexicoil trucks, and 8 of them are known to have dynamic brake option. The four phases of SW-900 production are exactly the same as those previously outlined for SW-600, excpet that SW-900 was produced from January, 1954, right up until the advent of the "645" line in October, 1965. A big railfan hang-up concerns the nomenclature confusion between SW-900 and SW-9. The spotting difference is simple; the SW-900 is a single-stacker, SW-9 has two stacks. SW-9 is the 1200-hp version of the SW-8, built earlier than the SW-900.

Both the SW-600 and the SW-900 use the 567C prime mover and D-15C generator. SW-600 has no traction motor blowers. These models were destined to become the last examples of less-than-1000-hp locos offered by EMD. The SW-900's operation throughout the U.S. and in Canada, on both common carriers and private industries. The only SW-900's in Cincinnati are those few operated here by the B&O.

QUESTIONS I haven't been able to answer: Some Norfolk & Western units seen recently in the Washington, D.C., area have a white line painted under the road number on the cab. Why? Some B&O GP-9's and GP-7's in this area have a small "CLB" painted under the number and road class on the cab. What does "CLB" stand for? Finally, who owns private car *Chapel Hill,* seen recently tagging along behind the Amtrak *Mountaineer*?

Remember the great "M/U battles" that ensued when some railfan would see a train with 8 or 9 units lashed up together? Chicago Great Western comes to mind with their 200-car freights and 6 to 9 F-units, and I've seen 8 units go south on Southern after a holiday weekend, just they had come back home. But the 9/24/75 issue of *CP Rail News* has a photo of what must be a record lashup: 18 units, all deadheading into Revelstoke, B.C., after helping westbound trains upgrade.

NOW I will clarify a widely-accepted assumption concerning trade-ins and rebuilt units, such as the SW-900m's we mentioned this month. When a railroad wants to upgrade its older power or buy new units, it can do so a number of ways. One is to trade-in the old on the new, much as you would your automobile. No used parts are found on the new unit.

Another way is to trade-in the old locos with an agreement that the new ones will use some components of the old to hold the cost down, such as trucks, generators, etc. But very seldom does this happen on a "one-for-one" basis. Diesels traded-in are stripped and its usuable parts reconditioned and put in stock. If the railroad wants an SW-900m in place of the old winton SC it traded, what is delivered is a brand-new SW-900 with possibly a reconditioned generator or trucks or some such. The loco is called an SW-900m ("M" standing for some "modification") and is rated lower than a stock SW-900, in deference to the older generator.

Very little of the old unit is part of the new, and chances are slim that any of the traded-in unit comes back in the replacement. A case in point is the trade-in of an F-unit by a southern road on a new GP. The new unit was delivered before the "trade-in" left.

The key to Morrison-Knudsen's new model designation TE53-4E is: "TE" meaning tractive effort, "53" is 53,000 lbs, "4" is number of axles, and "E" refers to manufacture of prime mover, in this case an EMD 567 from a B&O F-7.

HAPPY NEW YEAR! Continue sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

Make Locos Safer

ONE OF OUR AUTHORS, Frederick C. Gamst, member of the Brotherhood of Locomotive Engineers and professor of anthropology at the University of Massachusetts, is dedicated to the study of diesel-electric locomotive as a work environment. This means he is concerned about conditions under which engine crews have to work. His recently-published report on this specialized interest contains 30 recommendations to locomotive builders which would, if followed, make life easier and safer for BLE members. Here they are, reprinted from the *Locomotive Engineer:*

(1) All locomotives used in passenger service should have a dynamic brake as a backup in case of failure of an air brake system.

(2) The electro-pneumatic brake system should be installed on all passenger trains.

(3) Steam and steam-energized equipment should be eliminated from all locomotives and passenger cars as soon as possible.

(4) Indicators and warning lights monitoring conditions on all power plants, traction motors, and running gear of all units in a consist should be displayed if on a lead unit, or repeated if on a trailing unit, on a panel within the normal field of vision of an engineer facing forward while operating his lead unit.

(5) Automation in the form of trainlined control switches and other controls to correct trainline signaled operational problems should be given high priorty in the design of the next generation of locomotives.

(6) A brake pipe flow gage should be installed in all cabs.

(7) Two new warning lights should be mounted above the independent brake valve. One would signal when air pressure of 100 p.s.i. is not yet built up on a locomotive. The other would signal when any of the brake cylinders is cut out of operation on any of the units in a locomotive's consist.

(8) Anthropometric investigation in the design of rationally-planned cabs should include the problems of balancing of controls for road service and the location of controls with respect to the reach envelope.

(9) More of the weight of a unit should be devoted to inert protection.

(10) The steel beams of the upper frames in the short hood/nose and cab should be both heavier and more closely spaced than at present.

(11) The cab framing beams should run around the front and rear window panes and into the roof of the cab.

(12) The framing beams should be a part of a front cab wall made of steel plate with half-inch thickness.

(13) The entire cab and short hood/nose should be made integral with the underframe through framing beams, collision posts, and heavy plating.

More than three miles of wiring and over 1,000 electrical components go into this locomotive high-voltage control cabinet, manufactured at Electro-Motive Division of General Motors, McCook, Ill. Circuitry is required in converting diesel engine output to energy for powering diesel-electric locomotives weighing from 125 to 200 tons.

(14) The front and sides of the short hood/nose should be made of steel plates of about one-inch thickness.

(15) The short, half-height hood as we know it today should be abandoned. Instead, a modification of the carbody type cab and its full-width-of-the-under-frame nose compartment should be wedded to the useful road switcher configuration behind the cab.

(16) An extra-heavy deflecting type of pilot should be on the lower front and lower rear of new units. Footboards on pilots should be done away with in order to eliminate the dangerous work-practice of standing on them while the locomotive is moving.

(17) On new road units, the front coupler should be covered by a heavy coupler cover with a door for access to the coupler. Open or closed status of the door should be indicated by a pair of signal lights visible to the engineer.

(18) More engineering research should be done to improve the anticlimber device located across the ends of some units. Improved anticlimbers should be installed on all units.

(19) Strength of window panes in the cab should be increased with heavier glass. Also, to cover the area now screened by large single sheets of glass, a number of smaller panes should be used to maintain the vital integrity of the windows.

(20) To aid in protecting the cab from invasion by dangerous outside substances, powered emergency cab closure devices should be a subject of human factors research.

(21) Investigation should be made into the feasibility of installation of a fire-extinguishing system on all units with cabs.

(22) Front doors on noses of locomotives should be made heavier and more impact-resistant.

(23) No kind of headlight should be mounted in a door.

(24) Provision should be made to have trucks more permanently attached to the underframes of all units.

(25) The merits of having road-switchers constructed so that they can run long-hood-forward in order to provide impact protection should be a concern of human factors research on railroad operations.

(26) All locomotives should have a standardized chime tone to their air horns so that motorists can more readily and quickly distinguish them from the air horns of trucks.

(27) Air horns should be made still louder than at present, but should have provision of a two-provision (loud and soft) operating valve so that a softer signal may be sounded when practical. Characteristics of air horns should be a subject of human factors research on the locomotive.

(28) Human factors research should be conducted to ascertain the margins of safety provided by oscillating white and red headlights on units with cabs.

(29) Locomotives should warn of a railroad movement by their very presence (aside from headlight, whistle, and bell), using highly visible paint schemes. The cab and entire front and rear of all locomotives should have a single standardized, reflectorized signal paint scheme.

(30) Until we better understand the pathologies originating in cab vibration, steps should be taken to suppress these tremors.

A Story to Read to Your Small Children

CIRCUS-TRAIN ELEPHANT

by Freeman Hubbard

From book, "The Roundhouse Cat and Other Railroad Animals," (c) 1951 by Freeman Hubbard

THE CIRCUS TRAIN was on its way to town. In her private railroad car Suzy, the biggest elephant in the circus, was dozing happily. Her car was fitted out with all the things an elephant might need, and her stall was piled with sweet-smelling hay. Nearby, on a bunk overlooking the stall, Mr. Scott, Suzy's trainer, was fast asleep.

Suzy liked Mr. Scott. Whenever she asked for anything he knew what she wanted. He understood her language. Sometimes at night the train rocked around a curve. The sudden jerk would make Suzy nervous. She would reach up her long trunk to the edge of Mr. Scott's bunk to find out if he were still there. A pat of his hand made her feel much better.

"You're all right, my girl," he would say. "Now go to sleep!"

Just tonight Mr. Scott had been very understanding. The train had been passing through fields of ripe watermelons. Suzy had smelled the large sweet melons immediately. There was nothing she liked quite as well as melons. She had wanted to tell Mr. Scott about it. So she raised her long trunk in

Photograph by Kenneth S. Mac Donald, Marysville, N.B., Canada

the darkness. It had landed on the bell cord that signals the engineer to stop the train. In some way she pulled the cord.

The cars bumped together in a jerky stop. Trainmen got off with lanterns. They walked up and down to see what was wrong, flashing a light into each car, one at a time.

Pretty soon they opened the door of Suzy's private car. The elephant was quietly eating hay. Mr. Scott was still in his bunk. The train conductor looked around. He was puzzled.

"Did you pull that cord?" he asked.

Mr. Scott shook his head. "No, I didn't. But I'll bet I know who did. I think my elephant friend here may have done it by mistake."

The conductor looked at the bell cord and then at Suzy. "Well, why don't you watch her?" he asked in annoyance. "She's stopped the train and everyone is racing around looking for the trouble."

He was still muttering when he left. The engine whistle tooted four times. Pretty soon the circus train was again roaring through the night. Then Mr. Scott climbed down from his bunk. He went to a closet and came back with a big, red, juicy slice of watermelon.

"Is this what you want?" he asked. "I saved it especially for you."

Suzy's long trunk shot out. With three bites she ate the whole slice of melon, rind and all. Now she was swaying gently from side to side, as elephants do when they are happy.

Just before sunrise the circus train stopped on the edge of a town. It stopped on a sidetrack beside a large pasture lot. The men lit their gas torches and began to unload the train by the flaring light. Pretty soon excited boys and girls swarmed around the lot from all over town to watch the fun.

Mr. Scott led Suzy out of her car. Then the other elephants lumbered down the gangplanks out of their cars. In no time at all the whole place was alive with elephants, camels, zebras, and prancing milk-white horses.

Next the red and gold wagons and chariots were rolled down from flatcars. Then came a noisemaker on wheels, the gilded calliope, that always brought up the end of a circus parade.

Enormous rolls of canvas were tossed off the cars, then tons of rope, tent poles, and folded chairs. After that the men known as roustabouts started to raise the big tent. Suzy and the other elephants helped to tighten the ropes that held it in place. The elephants trumpeted. Lions and tigers roared. Dogs barked. Horses neighed.

Boys began asking the elephant boss; "Please, sir, may I carry buckets of water for the elephants?" Mr. Scott put them to work. The boys took turns at working the pump. They worked long and hard. Sweat rolled down their faces. As fast as each bucket was filled, willing hands carried it to a thirsty elephant.

While all this was going on, rosy dawn came. Then a hot sun blazed in the sky. Just before the boys got as far as Suzy with their water pails, the pump ran dry. There was no water for Suzy. Mr. Scott was busy some distance away and he did not realize her plight. The big elephant trumpeted in vain for a drink. She stamped her feet. But the men were so busy that nobody noticed her.

Suzy was tied to an oak tree near the railroad track. She tugged at the rope. It was too strong to break, no matter how much weight she threw against it. But Suzy was smart. She knew that force was not always the best way to solve a problem. Patiently she worked on the knot with the finger at the end of her trunk. She could do a lot with that finger.

At last the knot was untied. Just as the loose end of the rope fell to the ground, Suzy heard a bugle call. It was the signal for the circus to line up for the big parade down the road and into Main Street.

Suzy knew that her place was at the head of the line. But right now the circus parade would have to wait. Suzy had other business to attend to. She was very thirsty. The driver of the gilded calliope waited sleepily in his seat. The plumed horses waited. The clowns waited. The brass band waited. The ladies in pink tights with short fluffy skirts waited. They all waited while the big elephant looked for a drink.

Suzy went straight to the pump, kicking aside the empty buckets that stood in her path. She shook the pump handle with her trunk. There was not a drop of water! Suzy snorted. She yanked off the pump handle and stamped on it. Then she trotted down the road to town.

Mr. Scott ran after her, with a small crowd of men and boys at his heels. Suzy headed into Main Street. The driver of a large moving van saw her coming and tried to block her way. With a mighty shove, Suzy pushed over the truck and kept on going.

In no time at all the sidewalks were empty. People screamed. They rushed into the post office and stores and houses. They shut and locked the doors. There wasn't even a dog left on the street. A man was watering his front lawn with a hose. When he saw the elephant, he stopped suddenly. He turned off the water and ran.

Suzy put the dripping end of the hose into her mouth. No more water came out. Twisting her trunk around the hose, she yanked it off the faucet. Then she used it like a whip to beat the side of the hose.

Pretty soon she tired of this sport. Suddenly the wind changed and the big elephant smelled something good. Something she wanted very much. Tramping through a bed of petunias, she cut across the yard, broke down the fence, and entered a field. There on all sides lay dozens and dozens of big plump watermelons, ripe in the summer sun!

Trumpeting with glee, Suzy set to work. One after another, she squashed open the melons with a light tap of one foot. She was gorging herself on the red juicy fruit, rinds and all, when Mr. Scott caught up with her.

The men and boys who had followed the elephant trainer stood back at a safe distance. But Suzy had no desire to hurt anyone. Mr. Scott grinned as he watched her. He knew there was nothing he could do about it until the gentle beast had satisfied her taste for melons.

The fruit quenched her thirst that hot day. Its juice was dripping down from her jaws and onto her trunk.

"This feast will cost the circus company quite a few dollars," he said to the group standing around him, "but it's worth the price. It will advertise the show. Besides, Suzy really does like melons."

After a while Suzy stopped eating. Mr. Scott went up to her.

"Has my girl had enough?" he asked. "All right, let's go!"

Suzy wrapped her trunk around the trainer. Then she lifted him into the air and carried him all the way back to the circus lot.

"Here comes Suzy!" shouted the crowd.

The other circus elephants trumpeted a loud welcome. Everybody was glad. The band struck up a lively air. Boys and girls cheered and shouted and clapped their hands. And the bright parade, half a mile long, swung down the road toward Main Street with Suzy marching proudly at the head. •

Kansas City Southern Mallet 2-8-8-0 No. 757 pulling drag through eastern Oklahoma.
Photograph by Jack Avery, Fort Smith, Ark.

All-time Steam Roster of the KANSAS CITY SOUTHERN

THIS roster of all steam locomotives of the Kansas City Southern and its former or affiliate roads was compiled by Harold K. Vollrath, Louisiana & Arkansas train dispatcher. Some specifications of early engines are lacking.

ARKANSAS WESTERN

No. 1, 2-8-0, built by Taunton in 1893 and scrapped in 1912, had 51-inch drivers, 20x24-inch cylinders, total weight 141,180 pounds, weight on drivers 91,720, boiler pressure 140, and tractive effort 22,400.

No. 2, 4-4-0, was originally Poteau Valley No. 2. She had 63-inch drivers, 17x24-inch cylinders, 77,000 pounds total weight, and 13,000 pounds tractive effort, and was sold to CNC&W in 1908.

KANSAS CITY & INDEPENDENCE AIR LINE

Nos. 101, 102, 103, all 2-4-4T, built by Baldwin in 1892, had 56-inch drivers and 13x22-inch cylinders. No. 101 went to J. H. Taylor in 1902, No. 102 to Long Bell Lbr. in 1901, and No. 103 to F. M. Hicks in 1900.

TEXARKANA & FORT SMITH

No. 5, Class B, 4-4-0, was built by Baldwin in 1893 and scrapped in 1910. She had 63-inch drivers, 17x24-inch cylinders, total weight 77,000 pounds, weight on drivers 50,000, boiler pressure 155, and tractive effort 13,100.

KANSAS CITY SOUTHERN

0-6-0 Switchers

Baldwin built all of this type except Nos. 70-73, Schenectady and Nos. 93-100, Pittsburg.

Class F: 51-inch drivers, 18x24 cylinders, weight 92,000, boiler pressure 155, and tractive effort 20,736. Nos. 51 and 52 were KCSB. Nos. 53, 55, 57, 58 were Union Terminal (KC).

Nos.	Built	Disposal
51	1891	Scrapped 1915
52	1891	Sold Union Traction 1915
53	1892	Sold Loring & Western 1906
54	1892	Sold Dishomingo Gvl. 1917
55	1892	Sold Security Iron KC 1918
57	1894	Scrapped 1912
58	1895	Scrapped 1924

Class F-1: 51-inch drivers, 19x24 cylinders, weight 109,000, boiler pressure 165, and tractive effort 23,826. All were KCSB. No. 59 was later TFS.

59	1897	Scrapped 1924
60	1897	Sold List & Gifford 1924
61	1897	Sold Beck & Babb 1924
62	1897	Sold Beck & Babb 1924
63	1898	Sold List Constr. 1925
64	1898	Sold Beck & Babb 1924
65	1899	To 2-6-0 C-1 in 1917
66	1899	Sold List & Gifford 1924

Class F-3: 50-inch drivers, 20x28 cylinders, weight 157,500, boiler pressure 180, and t. e. 34,300.

70	1913	Scrapped 1949
71	1913	Scrapped 1948
72	1913	Scrapped 1949
73	1913	Scrapped 1948

Class F-2: 51-inch drivers, 19x26 cylinders, weight 129,900, boiler pressure 180, and tractive effort 28,158. Nos. 82 and 99 had Bethlehem tank boosters applied in 1925, removed by 1932. No. 85 in 1932 was 2-6-0, Class C-2.

81	1907	Scrapped 1947
82	1907	Scrapped 1950
83	1907	Scrapped 1939
84	1907	Scrapped 1932
85	1907	Scrapped 1948
86	1908	Scrapped 1940
87	1908	Scrapped 1932
88	1908	Scrapped 1940
89	1908	Scrapped 1932
90	1901	Scrapped 1932
91	1901	Scrapped 1932
92	1901	Scrapped 1929
93	1905	Sold Prod. Sand & Gvl. 1935
94	1905	Scrapped 1933
95	1905	Sold Port Iron Supply 1950
96	1905	Sold Prod. Sand & Gvl. 1930
97	1905	Sold List Constr. 1931
98	1905	Scrapped 1933
99	1905	Scrapped 1950
100	1905	Sold List Constr. 1931

2-4-4T Type

No. 56, Class A, a Vauclain Compound, was built by Baldwin in 1893 and sold to Security Iron in 1918. She had 52-inch drivers, 10x17x24 cylinders, total weight 70,000, weight on drivers 58,000, boiler pressure 160, and tractive effort 14,201. No. 56 was Union Terminal (KC).

4-4-0 Type

Nos. 101-110, 130, 131 were built by Baldwin, No. 132 by Brooks, Nos. 140-143 by Schenectady, and Nos. 170-173 by Manchester.

Class B: Nos. 130, 131 were originally KCN&FS Nos. 3, 4, then KCP&G Nos. 111, 112. They had 63-inch drivers, 17x24 cylinders, weight 79,000, weight on drivers 50,000, boiler pressure 160, tractive effort 13,301. No. 130 was scrapped in 1910, No. 131 in 1911.

Class B-1: 63-inch drivers, 17x24 cylinders, weight 87,000, weight on drivers 56,000, boiler pressure 160, and tractive effort 16,377. These were KCP&G. The earlier numbering is in parentheses.

Nos.	Built	Disposal
101 (101)	1897	Scrapped 1911
102 (102)	1897	Sold Mansfield Ry. Trans. 1910
103 (103)	1897	Scrapped 1911
104 (104)	1897	Scrapped 1913
105 (105)	1897	Scrapped 1911
106 (106)	1897	Scrapped 1911
107 (1)	1895	Scrapped 1915
108 (2)	1895	Sold Mansfield Ry. Trans. 1910
109 (3)	1895	Scrapped 1911
110 (4)	1895	Scrapped 1911

Class B-2: This was No. 132, originally KCF&S No. 2, then KCP&G 10. She had 62-inch drivers, 17x24 cylinders, total weight 79,000, weight on drivers 52,000, boiler pressure 160, tractive effort 13,301. She was scrapped in 1910.

Class B-3: 60-inch drivers, 18x24 cylinders (No. 140 had 17x24 cylinders), weight 107,500, weight on drivers 67,500, boiler pressure 160, tractive effort 17,626 (No. 140 tractive effort 15,000). All were KCP&G.

140	1893	Scrapped 1939
141	1893	Scrapped 1914
142	1895	Sold Jarrett Constr. 1907
143	1895	Scrapped 1939

Class B-4: 69-inch drivers, 18x24 cylinders, weight 113,000, weight on drivers 75,000, boiler pressure 180, tractive effort 17,242. All KCP&G.

170	1897	Scrapped 1923
171	1897	Scrapped 1923
172	1897	Scrapped 1923
173	1897	Scrapped 1923

2-10-2 Type

Brooks built Nos. 200-205. Baldwin built Nos. 220-223. All were WAB, purchased in 1942. Nos. 220-223 had been AA.

Class L: 64-inch drivers, 27x32 cylinders, weight 395,099, weight on drivers 316,800, boiler pressure 210, tractive effort 75,059.

200	1917	Scrapped 1951
201	1917	Scrapped 1952
202	1917	Scrapped 1953
203	1917	Scrapped 1951
204	1917	Scrapped 1951
205	1917	Scrapped 1952

Class L-1: 57-inch drivers, 27x32 cylinders, weight 357,900, weight on drivers 274,800, boiler pressure 200, tractive effort 68,377.

220	1919	Scrapped 1951
221	1919	Scrapped 1951
222	1919	Scrapped 1952
223	1919	Scrapped 1951

2-6-0 Type

All the 2-6-0 types, including those converted from other types, were built by Baldwin. Nos. 240 and 241 were KCN&FS Nos. 1 and 2, then KCP&G Nos. 27 and 28. Nos. 300-305 were KCP&G Nos. 21-26.

Class C: 55-inch drivers, 18x24 cylinders, weight 96,000, weight on drivers 80,000, boiler pressure 160, tractive effort 17,401. No. 240, built in 1892, was scrapped in 1911. No. 241, also built in 1892, was sold to C. J. Cohen Co., K.C., in 1911.

Class C-1: 55-inch drivers, 19x24 cylinders, weight 115,000, weight on drivers 100,000, boiler pressure 165, tractive effort 22,763.

300	1895	Scrapped 1912
301	1895	Scrapped 1913
302	1895	Scrapped 1911
303	1895	Scrapped 1912
304	1895	Scrapped 1912
305	1895	Scrapped 1912

No. 65, rebuilt from the old 0-6-0 switcher No. 65, in 1917, had 51-inch drivers, 19x24 cylinders, weight 116,000, weight on drivers 103,000, boiler pressure 175, tractive effort 25,270. She was sold to List Construction Co. in 1925.

Class C-2: 51-inch drivers, 19x26 cylinders, weight 139,000, weight on drivers 121,650, boiler pressure 180, tractive effort 28,158. No. 85 was rebuilt in 1932 from the 0-6-0 switcher No. 85, and scrapped in 1948.

4-6-0 Type

Baldwin built Nos. 270-273, 320-333, 350-380, 600-606. Manchester built Nos. 250-257. Schenectady built Nos. 334-337. Brooks built No. 274. Grant built Nos. 400-411. All were KCP&G except for Nos. 334-337,, which were C&A Nos. 235-238, and Nos. 600-606.

Class D: 63-inch drivers, 18x24 cylinders, weight 104,000, weight on drivers 80,000, boiler pressure 160, tractive effort 17,835.

250	1897	Scrapped 1911
251	1897	Scrapped 1911
252	1897	Sold Frost Johnson Lbr. 1914
253	1897	Scrapped 1911
254	1897	Scrapped 1911
255	1897	Scrapped 1911
256	1897	Scrapped 1911
257	1897	Scrapped 1911

Class D-1: 55-inch drivers, 18x24 cylinders, weight 99,000, weight on drivers 76,000, boiler pressure 180, tractive effort 18,026.

270	1893	Scrapped 1911
271	1893	Scrapped 1911
272	1893	Scrapped 1912
273	1893	Scrapped 1911

Class D-2. 57-inch drivers, 18x24 cylinders, weight 102,000, weight on drivers 78,000, boiler pressure 160, tractive effort 17,394. No. 274 was built in 1889 and scrapped in 1911.

Class D-3: 55-inch drivers, 19x24 cylinders, weight 123,000, weight on drivers 95,000, boiler pressure 170, tractive effort 22,763.

320	1896	Sold Memphis Paris & Gulf 1906
321	1896	Sold Central Coal & Coke 1913
322	1896	Sold J. Smith Constr. 1910
323	1896	Sold J. Smith Constr. 1910
324	1896	Sold J. Smith Constr. 1909
325	1896	Sold Tremont Lbr. 1914
326	1896	Sold La. Sand & Gvl. 1913
327	1896	Lost in fire Hornbeck, La., 1908
328	1896	Sold MP&G 1906
329	1896	Sold N.O.N.E. Mills 1913
330	1897	Scrapped 1912
331	1897	Sold E&W 1916
332	1897	Sold M. S. Cohen Gvl. 1924
333	1897	Sold J. Smith Constr. 1909

Class D-4: 64-inch drivers, 19x26 cylinders, weight 124,000, weight on drivers 96,000, boiler pressure 180, tractive effort 27,756. Purchased from C&A in 1905.

334	1893	Scrapped 1919
335	1893	Scrapped 1919
336	1893	Scrapped 1919
337	1893	Scrapped 1919

Class D-5: 55-inch drivers, 20x26 cylinders, weight 141,400, weight on drivers 112,500, boiler pressure 180, tractive effort 29,338.

350	1898	Scrapped 1925
351	1898	Sold Mansfield Lbr. 1926
352	1898	Scrapped 1925
353	1898	Sold 1925
354	1898	Scrapped 1937
355	1898	Sold MO&G 1916
356	1898	Scrapped 1937
357	1898	Scrapped 1933
358	1898	Sold MO&G 1916
359	1898	Scrapped 1937
360	1898	Sold Parker Gvl. 1932
361	1898	Scrapped 1940
362	1898	Scrapped 1925
363	1898	Scrapped 1925
364	1898	Scrapped 1925
365	1898	Scrapped 1927
366	1898	Scrapped 1927
367	1898	Scrapped 1925
368	1898	Scrapped 1937
369	1898	Scrapped 1925
370	1898	Scrapped 1925
371	1898	Scrapped 1933
372	1898	Scrapped 1925
373	1898	Scrapped 1933
374	1898	Scrapped 1926
375	1898	Scrapped 1925
376	1898	Sold Parker Gvl. 1932
377	1898	Sold La. Gvl. 1925
378	1898	Scrapped 1939
379	1898	Scrapped 1933
380	1898	Scrapped 1926

Class D-6: 63-inch drivers, 19x24 cylinders, weight 128,300, weight on drivers 94,700, boiler pressure 170, tractive effort 19,872.

400	1897	Scrapped 1927
401	1897	Scrapped 1911
402	1897	Scrapped 1911
403	1897	Scrapped 1926
404	1897	Scrapped 1911
405	1897	Scrapped 1916
406	1897	Sold Pickering Lbr. 1910
407	1897	Scrapped 1911
408	1897	Scrapped 1910
409	1897	Scrapped 1911
410	1897	Scrapped 1911
411	1897	Sold KC&M 1913

Class D-7: (Originally Nos. 500-506) 67-inch drivers, 20x26 cylinders, weight 155,000, weight on drivers 116,000, boiler pressure 185, tractive effort 24,400. Renumbered and rebuilt in 1908 with 67-inch drivers, 20x26 cylinders, weight 178,500, weight on drivers 135,000, boiler pressure 200, tractive effort 26,369.

KCS No. 602 hauling train 15, the *Flying Crow*, at Forbing, La., October 27, 1946.

Photograph by A.E. Brown

600	1903	Scrapped 1947
601	1903	Scrapped 1947
602	1903	Sold Lone Star Steel 1948
603	1903	Scrapped 1939
604	1903	Scrapped 1939
605	1903	Scrapped 1947
606	1903	Scrapped 1948

2-8-0 Type

Nos. 475-511 were built by Pittsburg, Nos. 550-564 by Richmond, the rest by Baldwin.

Class E-2: 51-inch drivers, 22x28 cylinders, weight 195,000, weight on drivers 175,000, boiler pressure 190, tractive effort 41,785. Nos. 450-453 were built for PS&N in 1903, but never delivered to them. All were sold to Code de Metals in S. America in 1917.

Class E-1: 57-inch drivers, 21x30 cylinders, weight 177,000, weight on drivers 157,000, boiler pressure 200, tractive effort 39,460. Originally these were Vauclain Compounds with 57-inch drivers and 15½x26x30 cylinders. Nos. 460-469 were rebuilt to simple in 1904-'06, Nos. 470-474 in 1907. They were renumbered from Nos. 420-434.

460	1900	To switcher 1011 in 1928
461	1900	Sold Western Equipt. 1917
462	1900	To switcher 1001 in 1925
463	1900	To switcher 1006 in 1926
464	1900	Sold Tucson, Corn & GB, 1918
465	1900	To switcher 1010 in 1927
466	1900	To switcher 1002 in 1925
467	1900	To switcher 1004 in 1925
468	1900	To switcher 1003 in 1926
469	1900	To switcher 1005 in 1926
470	1903	To switcher 1009 in 1927
471	1903	To switcher 1008 in 1926
472	1903	To switcher 1012 in 1929
473	1903	To switcher 1007 in 1926, to L&A 1007 in 1940
474	1903	To switcher 1000 in 1924

Class E-3: 55-inch drivers, 22x30 cylinders, weight 220,380, weight on drivers 194,560, boiler pressure 210, tractive effort 47,124.

475	1906	Scrapped 1950
476	1906	To switcher 1021 in 1925
477	1906	Scrapped 1952
478	1906	Scrapped 1953
479	1906	To switcher 1022 in 1925
480	1906	Scrapped 1952
481	1906	Scrapped 1952
482	1906	To switcher 1020 in 1925
483	1906	Scrapped 1947
484	1906	Scrapped 1953
485	1906	To Bychuck Sport, Scrapped 1953
486	1906	Scrapped 1951
487	1906	To switcher 1024 in 1926
488	1906	To switcher 1023 in 1925
489	1906	Scrapped 1952
490	1906	To L&A 490 in 1939
491	1906	To L&A 491 in 1940
492	1906	Scrapped 1951
493	1906	Scrapped 1939
494	1906	To L&A 494 in 1939
495	1906	Scrapped 1951
496	1906	To switcher 1027 in 1926
497	1906	Scrapped 1952
498	1906	Scrapped 1939
499	1906	Scrapped 1939
510	1906	Scrapped 1954
511	1906	To switcher 1030 in 1927
512	1907	To switcher 1026 in 1926
513	1907	Sold Texas Northern 1948
514	1907	Scrapped 1948
515	1907	To switcher 1031 in 1927.
516	1907	Scrapped 1948
517	1907	To switcher 1029 in 1927
518	1907	To switcher 1025 in 1926
519	1907	Scrapped 1952
520	1907	Scrapped 1952
521	1907	Scrapped 1950
522	1907	Scrapped 1952
523	1907	Scrapped 1939
524	1907	Scrapped 1939
525	1907	Scrapped 1951
526	1907	To L&A 526 in 1940
527	1907	Scrapped 1939
528	1907	Scrapped 1952
529	1907	Scrapped 1952
530	1907	To switcher 1028 in 1927
531	1907	Scrapped 1952
532	1908	Scrapped 1952

Class E-4: Originally 57-inch drivers, 24x30 cylinders, weight 254,000, weight on drivers 224,000, boiler pressure 175, tractive effort 52,923. Rebuilt (except Nos. 556, 559, 560) with 63-inch drivers, 26x30 cylinders, weight 260,000, weight on drivers 226,200, boiler pressure 200, tractive effort 54,948.

550	1913	Scrapped 1951
551	1913	Scrapped 1951
552	1913	Scrapped 1952
553	1913	Scrapped 1953
554	1913	Scrapped 1952
555	1913	Scrapped 1953
556	1913	Scrapped 1951
557	1913	Scrapped 1951
558	1913	Scrapped 1952
559	1913	Sold L&A 1940
560	1913	Sold L&A 1940
561	1913	Scrapped 1952
562	1913	Scrapped 1953
563	1913	Scrapped 1953
564	1913	Scrapped 1951

0-6-6-0 Type

Class G: 57-inch drivers, 22x35x32 cylinders, weight 352,000, boiler pressure 225, tractive effort 80,463 Compound, 96,555 simple. Schenectady built them.

700	1912	Scrapped 1937
701	1912	Scrapped 1947
702	1912	Scrapped 1937
703	1912	Scrapped 1937
704	1912	Scrapped 1937
705	1912	Scrapped 1937
706	1912	Scrapped 1947
707	1912	Scrapped 1937
708	1912	Scrapped 1937
709	1912	Scrapped 1937
710	1912	Scrapped 1937
711	1912	Scrapped 1947

Schenectady-built Mallet 750 outside Pittsburgh, Kans., roundhouse in '36.

Photograph by Roy F. Blackburn, Eldon, Mo.

Southern Belle of Kansas City Southern crossing one of the large and graceful viaducts of the railway near Kansas City, Mo., in mid-1950s.

4-6-2 Type

Class H: 75-inch drivers, 24x28 cylinders, weight 258,000, weight on drivers 159,500, boiler pressure 200, tractive effort 36,600. Schenectady built them all. By 1936 boiler pressure was 225, tractive effort 41,126.

800	1912	Sold L&A 1939
801	1912	Scrapped 1951
802	1912	Scrapped 1953
803	1912	Scrapped 1952
804	1912	Scrapped 1953
805	1912	Scrapped 1951
806	1912	Sold L&A 1939
807	1912	Scrapped 1954

Class H-1: 75-inch drivers, 24x28 cylinders, weight 268,000, weight on drivers 166,500, boiler pressure 205, tractive effort 37,500. By 1936 boiler pressure was 225, tractive effort 41,126. Schenectady built all.

808	1919	Scrapped 1951
809	1919	Scrapped 1952
810	1919	Scrapped 1953

2-10-4 Type

Class J: Nos. 900-909 were all built by Lima in 1937 and scrapped in 1953, had 70-inch drivers, 27x34 cylinders, weight 509,000, weight on drivers 350,000, boiler pressure 310, tractive effort 93,300.

Shay Types

Class S: No. 900, built by Lima in 1913, scrapped in 1928, had 48-inch drivers, 18x20 (3) cylinders, weight 381,870, weight on drivers 267,720, boiler pressure 180, tractive effort 68,870.

Class S-1: No. 901, built by Lima in 1914, scrapped in 1929, had 48-inch drivers, 17x18 (3) cylinders, weight 296,300, weight on drivers 213,000, boiler pressure 180, tractive effort 54,865.

2-8-8-0 Type

Schenectady built Nos. 750-756. Nos. 757-766 were built by Brooks. Several of this type were for a time supplied with Bethlehem tank boosters.

Class G-1: (Rebuilt) 57-inch drivers, 26x41x32 cylinders, weight 495,000, weight on drivers 466,000, boiler pressure 250, tractive effort 122,683 Compound, 147,220 simple. No. 750 was converted to a pulverized coalburner in 1929, boiler pressure raised to 250. Reconverted by 1930.

750	1918	Scrapped 1949
751	1918	Scrapped 1947
752	1918	Scrapped 1951
753	1918	Scrapped 1939
754	1918	Scrapped 1947
755	1918	Scrapped 1947
756	1918	Scrapped 1947

Class G-2: 57-inch drivers, 26x41x32 cylinders, weight 495,000, weight on drivers 476,000, boiler pressure 250, tractive effort 122,000 Compound, 147,220 simple. Nos. 758, 759, 762, 764 rebuilt simple in 1939-42 with 26x32 cylinders (2), tractive effort 135,000. No. 766 was converted to a pulverized coalburner around 1929, given a special tender. Reconverted by 1930.

757	1924	Scrapped 1952
758	1924	Scrapped 1953
759	1924	Scrapped 1952
760	1924	Scrapped 1947
761	1924	Scrapped 1947
762	1924	Scrapped 1952
763	1924	Scrapped 1947
764	1924	Scrapped 1952
765	1924	Scrapped 1947
766	1924	Scrapped 1951

0-8-0 Type

Baldwin built Nos. 1000-1012, 1025, 1026, 1028, 1029, 1031. The rest were built by Pittsburg. No. 1000 had Bethlehem tank boosters applied in 1925, removed by 1932.

Class K: 55-inch drivers, 21x30 cylinders, weight 189,850, boiler pressure 210, tractive effort 42,973. These were rebuilt from 2-8-0's, Class E-1. Original numbers in parentheses.

1000 (474)	1903	Scrapped 1953
1001 (462)	1900	Scrapped 1948
1002 (466)	1900	Scrapped 1948

1003 (468) 1900 Scrapped 1953
1004 (467) 1900 Scrapped 1948
1005 (469) 1900 Scrapped 1954
1006 (463) 1900 Scrapped 1948
1007 (473) 1903 Sold L&A 1940
1008 (471) 1903 Scrapped 1948
1009 (470) 1903 Scrapped 1948
1010 (465) 1900 Scrapped 1953
1011 (460) 1900 Scrapped 1948
1012 (472) 1903 Scrapped 1952

Class K-1: 55-inch drivers, 22x30 cylinders, weight 240,000, boiler pressure 210, tractive effort 47,124. These were rebuilt from 2-8-0's, Class E-3. Original numbers in parentheses.

1020 (482) 1906 Scrapped 1950
1021 (476) 1906 Scrapped 1953
1022 (479) 1906 Scrapped 1952
1023 (488) 1906 Donated Schlanger Park 1955
1024 (487) 1906 Sold G. T. Cook 1954
1025 (518) 1907 Scrapped 1951
1026 (512) 1907 Scrapped 1950
1027 (496) 1906 Scrapped 1953
1028 (530) 1907 Scrapped 1952
1029 (517) 1907 Sold G. T. Cook 1954
1030 (511) 1906 Scrapped 1952
1031 (515) 1907 Scrapped 1953

Diesel Power

Kansas City Southern and Louisiana & Arkansas

Roster Compiled by Sy Reich

Roster is based on data from KCS chief mechanical officer and, except for certain renumberings not completed, is accurate as of Dec. 31, 1973. Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; FM, Fairbanks-Morse; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) 6-7, 11-12, 20 were originally Maine Central 705-709; then L&A 6-7, 11-12, and KCS 20 (11/63). 6, 12 were sold to Precision National. 7, 11, were traded to GM-EMD.

(2) 21 was originally GM-EMC demonstrator 822, then KCS 1 (1st), then KCS 21. Scrapped (1/63).

(3) 2-3 renumbered 22-23. 22 scrapped (11/66). 23 rebuilt to an E8A with 2250 hp (1/52), then sold to Precision National, then to the Chicago & North Western, renumbered 5031B (1/70).

(4) 24 scrapped. 25 rebuilt to an E9A with 2400 hp (6/59), then sold to Precision National then to C&NW, renumbered 5032A (1/70).

(5) 31A, 34B, 50D, 51A,D, 52A,B,D, 53A,C,54D, 55A,B,D, 56A, 57A, 58B, 59A, 60A,B,C, 61A,B,C, 62A,B, 72C-73C 74A 118, 1111-1113, 1160-1163 were sold to GM-EMD in trade for new power.

(6) 40 scrapped. 41 repowered with a GM-EMD engine, renumbered 45. 45 sold to George T. Cook Co.

(7) Units with A and C suffix were cab units. Units with B suffix were booster units. 60A,B,C-61A,B,C, 62A,B were repowered with GM-EMD engines to 1750 hp. 62C sold to S.A. Rose Salvage Co.

(8) 1110 sold to the George T. Cook Co.

(9) 1114 was originally Kansas City Terminal 51, then Prolerized Steel 115, then Precision Engineering 115, then L&A 1114, then sold to Matoon Service Inc. 101, then to Transco, Inc., 101.

(10) 1120 was originally Youngstown & Northern 211, then KCS 1120 (4/56), then Kansas City Public Service Freight Operation 1120, then scrapped (7/65).

(11) 1121-1123 were originally Manufacturers Railway 201-203 (1/56); then KCS 1121, L&A 1122-1123. 1121-1123 sold to GM-EMD (11/66, 7/68, 11/66) in trade for new power.

(12) 1150 sold to Precision Engineering, but PE has no record of having this unit.

(13) 59A was originally GM-EMD demonstrator 59A, then L&A 59A.

(14) 26, 28 were sold to George T. Cook Co. 27 was sold to Precision National, then to C&NW, renumbered 5032B (1/70); then retired (1971). 28 traded to GM-EMD. 29 sold to Precision National, then to C&NW, renumbered 5033A (1/70).

(15) In addition to road numbers, cab units are assigned unit numbers as follows: 30A-33A are 30-33; 50A -62A are 50-62; 50D-59D are 77-86; 60C-62C are 63-65; 70A-76A are 70-76; 70C-71C are 87-88; 72D-76D are 89-93. 54A and 58A were lated assigned unit numbers 94-95 (5-6/68).

(16) The following units are no longer on the roster: 30B, 50B,C, 52C, 53B, 54B, 55C, 56D, 58C, 71B, 75B,D, 77C.

(17) 1204, 1216, 1218, 1220 sold to Darby Corp.

(18) 57B rebuilt to an F7B. 55B, 70B rebuilt to F9B's with 1500 hp. 58D, 74D rebuilt to F9A's with 1500 hp.

(19) 107 was rebuilt (1965).

(20) 604-605, 608-609, 618-619, 626, 632,633, 653,654 are equipped as masters for radio remote control. 606-607, 610-611, 620-621, 627, 634-635, 655-656 are equipped as slaves.

(21) 1101-1102 were sold to Precision National, then to C&NW, renumbered 1005-1008.

(22) 1 (2nd) was originally Howe Coal Co. 1,A then KCS 1 (2nd). 1542 was originally Howe Coal Co. 2, then KCS 1542.

(23) 100-119 renumbered 4100,4119; 150-165 renumbered 4150-4165; 1200-1226 renumbered 4200-4226; 200-206 renumbered 4250-4256; 1300-1315 renumbered 4300-4315; 1500-1542 renumbered 4320-4362.

(24) The following units are still on the roster: 1 (2nd), 30A, 32B, 51C, 54A, 56C, 57B, 58A,D, 59B,C,D, 70A,B,C, 71A,C, 72B,A,D, 73A,B,C, 74B,D, 75A,C, 76A,C,D, 77B, 79B, 600-656, 1125-1126, 4100-4117, 4119, 4150-4165, 4200-4203, 4205,4215, 4217, 4219, 4221-4226, 4250-4257, 4300-4315, 4320-4362.

(25) The following units were sold to Precision National: 31B, 33A, 51B, 53D, 54C, 57C,D, 74C, 76B, 78B,C. •

Road Numbers	HP	Builder	Builder's model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
KCS 1 (1st)	2000	GM-EMC	E3A	A1A-A1A	52,500	315,000	1939	2
KCS 1 (2nd)	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	23
KCS 2	2000	GM-EMC	E3A	A1A-A1A	52,525	315,150	1939	3
KCS 3	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	3
L&A 6-7, 11-12	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	1
KCS 20	2000	GM-EMD	E7A	A1A-A1A	54,360	326,100	1948	1
KCS 21	2000	GM-EMC	E3A	A1A-A1A	52,500	315,000	1939	2
KCS 22	2000	GM-EMC	E3A	A1A-A1A	52,525	315,150	1939	3
KCS 23	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	3
KCS 24-25	2000	GM-EMD	E6A	A1A-A1A	55,040	332,900	1942	4
KCS 26-29	2250	GM-EMD	E8A	A1A-A1A	54,500	377,200	1952	14
KCS 30A-31A	1500	GM-EMD	F3A	B-B	56,000	244,000	1947	5, 15
KCS 30B-31B	1500	GM-EMD	F3B	B-B	61,775	247,600	1947	26
L&A 32A	1500	GM-EMD	F7A	B-B	61,275	245,100	1949	15, 27
L&A 32B	1500	GM-EMD	F7B	B-B	61,000	244,000	1949	
L&A 33A	1500	GM-EMD	F7A	B-B	62,050	248,200	1949	15, 16, 26
KCS 33B	1500	GM-EMD	F7B	B-B	59,150	236,600	1949	
L&A 40-41	1500	FM	ALT 200.2A	B-B	63,350	253,400	1949	6
KCS 45	1500	FM	ALT 200.2A	B-B	63,350	253,400	1949	6
KCS 50A, D-53A,D	1500	GM-EMD	F3A	B-B	57,400	229,600	1947	5, 15, 16, 27, 26
KCS 50B, C-53B,C	1500	GM-EMD	F3B	B-B	61,000	244,000	1947	5, 16, 26
KCS 54A, D	1500	GM-EMD	F3A	B-B	56,000	244,000	1947	5,15
KCS 54B,C	1500	GM-EMD	F3B	B-B	55,915	223,660	1947	15,26
L&A 55A,D-58A,D	1500	GM-EMD	F3A	B-B	56,000	244,000	1948	5,15,16,18,26
L&A 55B,C-58B,C	1500	GM-EMD	F3B	B-B	61,000	244,000	1948	5,16,18,27
L&A 59A	1500	GM-EMD	F3A	B-B	57,825	231,300	1948	5,13,15,16
KCS 59B,C	1500	GM-EMD	F7B	B-B	61,000	244,000	1950	
KCS 59D	1500	GM-EMD	F7A	B-B	56,000	244,000	1950	15
KCS 60A-61A	2000	FM	ALT 200.6	A1A-A1A	57,900	346,900	1946	7,5,15
KCS 60B-61B	2000	FM	ALT 200.6	A1A-A1A	57,950	347,100	1946	5,7
KCS 60C-61C	2000	FM	ALT 200.6	A1A-A1A	57,380	344,300	1947	5,7,15
L&A 62A,C	2000	FM	ALT 200.6	A1A-A1A	56,700	340,200	1947	5,7,15
L&A 62B	2000	FM	ALT 200.6	A1A-A1A	55,800	334,800	1948	5,7
KCS 70A,C-71A,C	1500	GM-EMD	F7A	B-B	56,000	244,000	1949	15
KCS 70B-71B	1500	GM-EMD	F7B	B-B	61,000	244,000	1949	16,18
KCS 72A,D-73A,D,74A	1500	GM-EMD	F7A	B-B	56,000	244,000	1950	5,15
KCS 72B,C-75B,C	1500	GM-EMD	F7B	B-B	61,000	244,000	1950	16,5,26
L&A 74D,75A,D	1500	GM-EMD	F7A	B-B	56,000	244,000	1951	15,16,18
L&A 76A,D	1500	GM-EMD	F7A	B-B	56,000	244,000	1951	15
L&A 76B,C,77B	1500	GM-EMD	F7B	B-B	61,000	244,000	1951	16,26
L&A 77C,78B,C,79B	1500	GM-EMD	F7B	B-B	61,000	244,000	1951	16,26
KCS 100-109	2250	GM-EMD	GP30	B-B	61,500	260,000	1962	19,24
L&A 110-119	2250	GM-EMD	GP30	B-B	61,500	260,000	1963	5,24
L&A 150-154	1500	GM-EMD	GP7	B-B	59,000	238,000	1951	24
KCS 155-162	1500	GM-EMD	GP7	B-B	59,000	238,000	1953	24
KCS 163-165	1750	GM-EMD	GP9	B-B	59,600	245,700	1959	24
KCS 600-613	3000	GM-EMD	SD40	C-C	101,500	406,000	1966	20
KCS 614-621	3000	GM-EMD	SD40	C-C	101,500	406,000	1968	20
KCS 622-627	3000	GM-EMD	SD40	C-C	101,500	406,000	1970	20
KCS 628-635	3000	GM-EMD	SD40	C-C	101,500	406,000	1971	20
KCS 636	3000	GM-EMD	SD40	C-C	101,500	406,000	1971	20
KCS 637-646	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 647-652	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 653-654	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 655-656	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 1100	1000	GM-EMC	NW2	B-B	61,700	247,000	1939	27
KCS 1101-1102	1000	GM-EMD	NW2	B-B	61,700	247,000	1941	21
KCS 1110-1113	1000	Alco-GE	RS-1	B-B	63,900	255,600	1943	8,5
L&A 1114	1000	Alco-GE	S2	B-B	57,900	200,000	1940	9
KCS 1120	900	Alco	HH 900	B-B	59,825	239,300	1937	10
KCS 1121	1000	Alco	HH 1000	B-B	59,700	238,800	1940	11
L&A 1122-1123	1000	Alco HH 1000		B-B	59,865	239,460	1940	11
L&A 1125-1126	1000	GM-EMD	NW2	B-B	61,000	244,000	1942	
KCS 1150	660	Baldwin VO 660		B-B	50,025	200,100	1946	12
L&A 1160-1163	1200	BLHW	S-12	B-B	55,125	220,500	1951	5
KCS 1200-1203	1000	GM-EMD	NW2	B-B	61,000	244,000	1946	24
KCS 1204-1211	1000	GM-EMD	NW2	B-B	61,000	244,000	1946-7	17,24
L&A 1212-1221	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	17,24
KCS 1222-1226	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	24
KCS 1300-1309	1200	GM-EMD	SW7	B-B	61,000	244,000	1950	24
L&A 1310-1315	1200	GM-EMD	SW7	B-B	61,000	244,000	1951	24
KCS 1500-1503	1500	GM-EMD	SW1500	B-B	62,000	248,000	1966	24
KCS 1504-1517	1500	GM-EMD	SW1500	B-B	62,000	248,000	1968	24
KCS 1518-1531	1500	GM-EMD	SW1500	B-B	62,000	248,000	1971	24
KCS 1532-1541	1500	GM-EMD	SW1500	B-B	62,000	248,000	1972	24
KCS 1542	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	23,24
KCS 4100-4109	2250	GM-EMD	GP30	B-B	61,500	260,000	1962	19,24
KCS 4110-4117,4119	2250	GM-EMD	GP30	B-B	61,500	260,000	1963	16,24
L&A 4150-4154	1500	GM-EMD	GP7	B-B	59,000	238,000	1951	24
KCS 4155-4162	1500	GM-EMD	GP7	B-B	59,000	238,000	1953	24
KCS 4163-4165	1750	GM-EMD	GP9	B-B	59,600	245,700	1959	24
KCS 4200-4203	1000	GM-EMD	NW2	B-B	61,000	244,000	1946	24
KCS 4205-4211	1000	GM-EMD	NW2	B-B	61,000	244,000	1946-7	17,24
L&A 4212-4215,4217,4219,4221	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	17,22,24
KCS 4222-4226	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	24
KCS 4250-4257	----	Darby	Slug	B-B	? ?		1972	24
KCS 4300-4309	1200	GM-EMD	SW7	B-B	61,000	244,000	1950	24
L&A 43-10-4315	1200	GM-EMD	SW7	B-B	61,000	244,000	1951	24
KCS 4320-4323	1500	GM-EMD	SW1500	B-B	62,000	248,000	1966	24
KCS 4324-4337	1500	GM-EMD	SW1500	B-B	62,000	248,000	1968	24
KCS 4338-4351	1500	GM-EMD	SW1500	B-B	62,000	248,000	1971	24
KCS 4352-4361	1500	GM-EMD	SW1500	B-B	62,000	248,000	1972	24
KCS 4362	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	23,24

Line-up of some Kansas City Southern diesel power sunning itself twenty years ago.

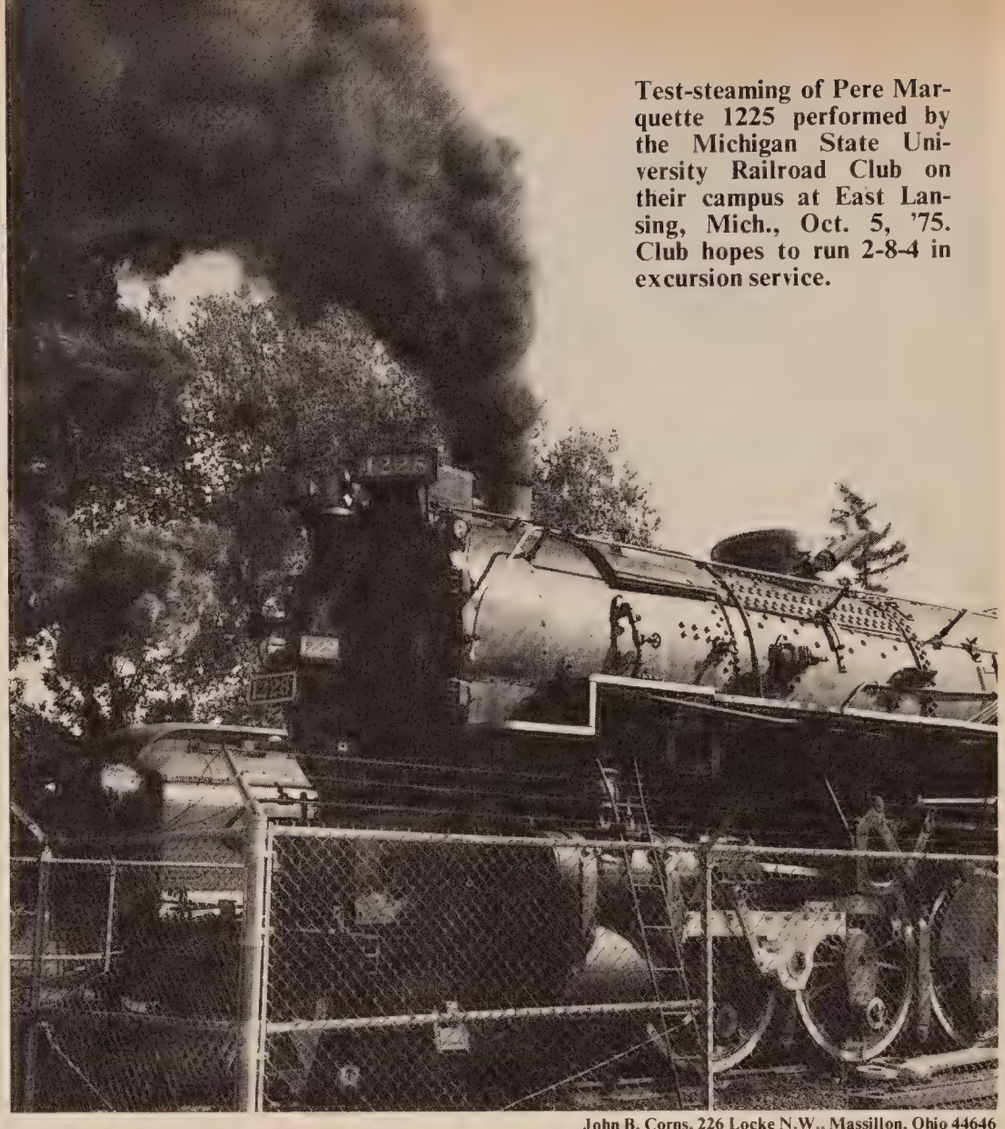
IN SEARCH OF STEAM

Mike Eagleson

PERE MARQUETTE Berkshire No. 1225, at the East Lansing campus of Michigan State University, was successfully test-fired on October 5th. This was the first fire on her grates in 20 years or more. "The engine performed faultlessly," reports Aarne Frobom, president of the Michigan State University Railroad Club. The test-fire included operating the stoker and injector. The fire was lit at 4:00 a.m., and full working pressure was reached in six hours and 20 minutes.

In addition to numerous club members and railfans (and astonished students on campus), many former Pere Marquette railroaders came to East Lansing for the big day. Sam Chidester, the now-retired PM engineer who broke in the 1225 on its delivery in 1941, and Herschel Christensen, former roundhouse foreman at Wyoming, Mich., instructed club members on the operation of the locomotive's appliances.

Remaining work on the 2-8-4 includes repair of the superheaters and rejacketing.



Test-steaming of Pere Marquette 1225 performed by the Michigan State University Railroad Club on their campus at East Lansing, Mich., Oct. 5, '75. Club hopes to run 2-8-4 in excursion service.

John B. Corns, 226 Locke N.W., Massillon, Ohio 44646

THERE is talk in Spokane, Wash., of a group being formed to rebuild and run ex-Union Pacific 4-6-2 No. 3206—long displayed at High Bridge Park—as reported in the Puget Sound Railway Historical Assn. publication *Sounder*. Sister Pacific No. 3203 is stored adjacent to Oaks amusement park in Portland, Oregon. Nearby, the Spokane, Portland & Seattle 4-8-4 No. 700 also may be considered for rebuilding and operation. Since American Freedom Train removed former Southern Pacific 4-8-4 No. 4449 from the same display area, the City of Portland has decided to build a shelter to protect the remaining locomotive displays from weather and vandals.

FORMER Southern Railway locomotive 4501, now owned by the Tennessee Valley Railway Museum, just completed a 4-day filming session for Twentieth Century Fox. The four-hour TV movie "Eleanor and Franklin" will be telecast in two parts on Friday and Saturday, January 2-3 on ABC-TV. Filming took place on the Southern Railway using the Mikado and a consist of Southern and museum cars for sequences showing the movement of the funeral train from Warm Springs, Ga., to Washington, D.C. Numerous campaign trips during the 1930s and '40s also feature No. 4501.

DESPITE an almost constant fog and drizzle, the Mainline Steam Foundation excursion of last October 25th from Bethlehem, Pa., to South Plainfield, N.J., was ably organized and well patronized. Doubleheaded motive power was led by ex-Canadian Pacific 4-6-0 No. 972, owned by George Hart, and ex-Florida East Coast 4-6-2, owned by Sam Freeman. The pair put on a fine show assalting the heavy grade of New Jersey's Musconectcong Mountain. Photo runs were plentiful and well planned. The matching Stillwell coach consist, owned by Erie Lackawanna, was augmented by a refreshment and souvenir car leased from the Atlantic Central Steam Co. and placed in the center of the train. The Mainline Steam Foundation address is P.O. Box 231, Convent Station, N.J. 07961.

New Steam Books

THE STEAM LOCOMOTIVE, by W.A. Tuplin, 158 pages, 6½x8½", hard cover, photos, charts, drawings, Charles Scribner's & Sons, New York City, $10.00. Available from Railroad Magazine Book Service.

Although this book has a label title, perhaps none other would be more suited. A world-wide design picture of the growth of the steam locomotive, methods of operation, handling characteristics and construction are the theme of this rather technical treatise. Not for the novice, the book would have great appeal for those already familiar with locomotive design and who want greater detail. Chapters cover boilers and fittings, valve mechanisms, fuels, and road performances.

RAILROADS: AN AMERICAN JOURNEY, by Don Ball, Jr. 288 pages, 10¼x11¼", hard covers, over 300 photographes, Little Brown Distribution Center, Waltham, Mass., $20.45 postpaid. Available from Railroad Magazine Book Service.

If superb railroad photographs are your interest, not just those showing loco road numbers and wheel arrangement, Ball's book is for you. From the creative camera of Don and other rail documentarians come this pictorial album of trains and the men who run them. Nostalgic descriptions add insight and mood.

MALLET TO MOGUL, by Robert L. Hogan, 56 pages, 11x8½", soft covers, 102 photos, maps, rosters, Chatham Publishing Co., Burlingame, Calif. $4.95. Available from Railroad Book Service.

If you expect to search for steam on the Pacific Coast, this book is a must. Nineteen steam tourist railroads in California, Oregon, and Washington are covered. Bob Hogan is an accomplished photographer. His book is filled with creative pictures of locomotives, not just roster portraits. Despite their captivity on shortlines, Bob proves that steam engines can be caught in dramatic camera work no matter where they are. The halftone reproductions are excellent and the layouts interesting. •

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

A Canadian eight-cent stamp issued in July to commemorate International Women's Year was designed by Canadian National employee Susan McPhee, shown here. She has been involved with interior designs of CN's Turbo, Tempo, and the GO commuter trains.

Canadian National Railway photograph

THE LOST PLEASURES OF THE GREAT TRAINS, by Martin Page, 238 pages, 7x10", hardbound, photos, maps, timetables, William Morrow & Co., Inc. $16.95. (Available from Railroad Magazine Book Service.)

The magnificent colored illustration on the front jacket showing Queen Victoria's private railway carriage, built by the London & North-Western Ry. in 1869, sets the pace for this intriguing "twilight zone" adventure. The *Orient Express* was only one of many luxury trains in the golden age of rail travel in the late 19th and 20th centuries. Today's commuter can scarcely imagine their opulence. Some were decorated in silk, satin, and chamois leather and boasted libraries, luxurious private salons, and, in one case, a throne car.

Travel to famed locales aboard such storied trains as *Le Train Bleu* (Calais-Paris-Nice), The *Orient Express* (Paris-Istanbul), *Trans-Siberian* (St. Petersburg-Moscow-Shanghai), *The 20th Century Limited* (New York-Chicago), a plush Canadian Pacific ride, Montreal to Vancouver, and *Indian-Pacific* (Perth-Sydney). With 16 pages of color plates and almost 150 black and white photos plush interesting text, the book is a real delight.

"It is not so long ago," says Martin Page, "that one could buy a ticket with no more formality that handing over cash, not merely to St. Petersburg, but to Baghdad, or Basrah, or Peking, or Seoul. You could pack a portmanteau, whistle a hansom cab outside your front door, command the driver to take you to Blackfriars, Victoria, Charing Cross, or Liverpool Street in London, and on arrival install yourself in a few minutes in a salon *prive* on board a *de luxe* train, and alight after a fortnight's pleasant journey in Mukden, Port Arthur, Shanghai, or if you wished to be mundane, old Constantinople."

A CENTURY OF RAILROADING IN CRAWFORD NOTCH, by Edwin B. Robertson and Benjaman W. English, Jr., 74 pages, 5½x8½", softbound, photos, timetables, map. Edwin B. Robertson, $4.50. Maine residents, 20¢ sales tax. (Available from Railroad Magazine Book Service.)

This book aims to present pictorially the first 100 years of railroading through Crawford Notch in the White Mts. of New Hampshire, but the authors cover only the area between a Bartlett and Fabyan because this 18.5-mile segment contains some of the most spectacular scenery in all New England. Included is the Portland & Ogdensburg, that pioneered this route; also connecting roads in the area, some of which rose to great promise and then drifted out of sight. You don't have to be a New Englander to enjoy this work. For those who rode Maine Central passenger trains through this wild, rugged country, crossing the Frankenstein trestle, and up to the Crawford and Fabyan House, grand old mountain hotels, a tip of my hat to you. You were lucky.

HISTORY OF THE ILLINOIS CENTRAL, by John F. Stover, 575 pages, 6¼x9¼", hardbound, photos, maps, roster,s Macmillan Publishing Co., Inc., $15. (Available from Railroad Magazine Book Service.)

Here is the newest addition to Macmillan's *Railroads of America* series, and it's a good one. Like its predecessors, it's page-weighty, so don't expect to run through it in one evening. Midwest railfans, especially IC adherents, will enjoy it. Just about everything, historically, you want to know about the road is here. When the IC started to push across the Illinois prairies in early 1850s, many thought it was going the wrong way. The new trackage ran north and south across the state, while nearly all other railroads extended from east to west. By 1856, the 705 miles of this land-grant line made it the world's longest railway. With men like Stephen A. Douglas, Abraham Lincoln, and Ulyssess Grant aiding in its development, the road's colorful history included roles in the great Chicago fire in 1871, the yellow fever epidemic of 1897, and the wreck that brought immortality to Casey Jones in 1900.

Always innovative, the IC was one of the first to ship southern fruits to northern markets under refrigeration, and was an early sponsor of crop diversification and reforestration. In 1926 it became the first steam road west of the Alleghenies to electrify its commuter trains. But in 1972 an era ended. The road was now Illinois Central Gulf. Today it's a granger line in Iowa and Missouri, a coal carrier in Kentucky and southern Illinois, a commuter route serving Chicago, and a major rail connection to the Gulf.

RAILROADS OF ARIZONA, VOL 1, THE SOUTHERN ROADS, by David F. Myrick, 480 pages, 8½x11", hardbound, photos, maps, timetables, diagrams, Howell-North Books, $19.50. (Available from Railroad Magazine Book Service.)

With two more volumes still to come on Arizona railroads, David Myrick, when he's through, will have covered the entire fascinating story of this southwestern state. Such treatment is long overdue. In this first volume he chronicles the Southern Pacific of Arizona and more than 30 other roads (constructed or projected) south to the Mexican border. Mine operations, cattle raising, etc., add to the color and prosperity of Arizona. You find them in the stores of such lines as the Mexico & Colorado, Arizona, Tombstone & Southern, and Tucson & Nogales. The book has some 597 old and modern photos and 55 maps. Future books will take in central and northern Arizona and include the state's streetcar lines.

RICHMOND JUNCTION, by Marvin Melvin Meerse, 107 pages, 5½x8¼", hardbound, text, Vantage Press, $4.50. (Available from Railroad Magazine Book Service.)

It's different and nice to come across a fast-moving, readable rail-fiction book. This one has comedy, mystery, adventure, and romance. Mark Rudd plays the key role at Richmond Junction the night the big storm hit. The author is no stranger to many railfans, especially not to our own Jim Edmonston of "Trackside" fame. Marvin has served as president, secretary, editor, and member of the board of directors of the Cincinnati Railroad Club. He has received five U.S. Army Commendation medals for meritorious service in teaching and writing.

Periodicals and Journals

THE RAILROAD ENTHUSIAST, Summer and Autumn, 1975, Railroad Enthusiast, Inc. This issue contains 31 pages, 6x8″, photos, maps, text. Free to members; nonmembers $1 postpaid. RRE was organized in 1935 to establish social gathering places and particularly with regard to railroad operation. Numerous divisions are located in various parts of the U.S. The N.Y. Division has the most complete railroad library of them all and one of the best in all railfandom. For further info contact Melville D. Ost, president, 108-29 67th Dr., Forest Hills, N.Y. 11375.

In the latest issue, Stan Bradley, who has held about every office in the RRE, but historian, and should be crowned with that title, has a good article, "Ridin' the Ontario Line." It reminiscences of a trip over the "Old & Weary" with good pix and a map. I really liked, "The Night That Chelsea—and The Boston & Maine—Almost Burned Down." John Carbonneau's "Sugar-Barrel Railroading in the Nulhegan Woods." tells of the New Hampshire Stave & Heading company's logging pike in Vermont and the Granite State. And Paul Kulta tries to stump the experts with a mystery rail photo.

THE RAILROADIAN EXPRESS, edited by James L. Bartz for The Railroadiana Collectors Assn., Inc., is a lively quarterly with illustrated articles. "The Fascination of the Railroad Wax Sealer," by Col. R.L. Oakley, highlights the Autumn '75 issue. Jim puts out a good publication, usually about 8 pages, filled with pix and text, four times a year. Collectors can't go wrong here for $6 a year, which includes a directory of members who collect railroadiana. Details from Dan Moss, secretary, 405 Byron Ave., Mobile, Ala. 36609.

MIDWESTERN RAILS, Vol. 1, No. 1, edited by Frank L. White, White Publishing, 208 N. Stewart St., Genesco, Ill. 61254, $9 for 12 issues. It's a promising Midwest newsletter carrying pix and text of roads who call America's heartland their home. Good luck with future editions, Frank!

CANADIAN RAIL, Canadian Railroad Historical Assn., is an excellent monthly edited by S.S. Worthen, P.O. Box 22, Station B, Montreal, Que., Canada H3B 3J5. Regular membership $12 a year; associate $9, includes 12 issues in slick paper covering steam, diesel and electric roads. Very good photos, too.

THE TIMETABLE COLLECTOR, edited by Ed Gardner for the National Association of Timetable Collectors; photos, maps, timetables. Regular membership in NATC, $8 per year sustaining $12, outside U.S. and Canada, $14. For certain hobbyists, this is your cup of tea. Details from Col. Emory Kemler, treasurer, Box 9616, Roselyn Station, Arlington, Va. 22209. •

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THE SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Avenue, New York, N.Y. 10017.

SP commuter train with *Spirit of '76* loco leaves San Francisco depot June 23, 1975.
Vic F. Reyna, Box 6, 1916 Sir Francis Dr., Fairfax, Calif. 94930

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢—Midwest Photo, 922 Main Street, Keokuk, Iowa 52632.

BUYING railroad collections and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, miscellaneous items. Single items and small accumulations purchased by mail. Collections can be picked up anywhere in the country.—Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

HERE AGAIN! Still seeking old railroad stock or bond certificates. Poor's or Moody's Manuals, junk ticket-dater machines. I swap, too.—Bob Greenwalt, 9239 DeAdalana, Rosemead, Calif. 91770.

TIMETABLES, buy, sell, trade. Any year, any railroad, public or employee. Will send free listing of all Amtrak timetables for SSE.—Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518.

WANTED: STOCK CERTIFICATES; any quantity.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., Box 2513U, Norman, Okla. 73609.

I WANT TO BUY RAILROADIANA, single items or complete collections of paper or hardware. Send description and price desired.—Al Rixon, Box 5063, Philadelphia, Pa. 19111.

BUYING NEGATIVES or slides? Tired of continually sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bimonthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription to RFM, Box 4676, San Fran., Calif. 94103.

FOR SALE: 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send 10¢ stamp for free list. Dealers write—Hoovers, 120R Fruit, Peru, Ill. 61354.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-160. 116-616, for large oblong negatives; details free.

RAILROAD STOCK CERTIFICATES. Catalog plus beautiful certificate $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

WORLD OF SOUTH AMERICAN STEAM, published 1974, still available. From 4-4-0's to Mallets, over 200 photos and steam-finding maps, $7.95 softbound, $10.95 hard.—Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

RAILWAY NEGATIVES and original slides, mostly recent-vintage diesel and electric power. Some European and Japanese slides. No list; state requests.—William J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

FOR SALE: "Historical Railroad Lanterns," $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

LAST CHANCE, need your help! Writing a book about the Duluth Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., first-hand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1352-1353, 1546, (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs. or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P #3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only, please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads, 12 monthly issues for $9. For information write White Publishing, 208 N. Stewart Street, Geneseo, Illinois 61254.

NEW YORK CENTRAL 1976 calendar, a different photo for each month, historical dates noted, $2.50 each. (Ohio residents, please include sales tax.—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break up. Complete catalog of 325 sheets of railroads, trolleys, ferries, autos, etc., $15. Price and inventory specific group or company, $5. Small order (specify road), $1—35-Slides Co., Box 6098, Dept. RR, Colorado Springs, Colo. 80934.

RAILROAD COLLECTABLES: lanterns and paperwork, new 1976 list. Price list for 50¢, refundable with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P.O. Box 786, Orange, Conn. 06477.

NICKEL PLATE, Grand Trunk, Rock Island, Pere Marquette, Ann Arbor, Lehigh Valley, Monon, and Southern uniform buttons, 60¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

RAILROAD RUBBER STAMPS. Figure of steam locomotive, others. Free sample impressions; also free price list of railroad paper items.—Lawson's, Route 4-RO, Salem, Ill. 62881.

DEPOT NEGATIVES WANTED, anywhere in U.S. and Canada, particularly parts of N.Y., Conn., W. Va. Will buy or trade.—Herbert Harwood, 620 Stevenson Lane, Baltimore, Md. 21204.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major roads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

PASSENGER-CARRYING miniature trains, 3½" to 24" gauges, steam, gas; new or used, custom-built. Brochure, dozen photos, $2—Trains, 142R County St., Seekonk, Mass. 02771.

FOR SALE: Trains Magazine 1969 thru '75; Railroad Magazine, 1941 thru '75; 75¢ each—E. Graff, RR 1, Box 646, East Alton, Ill. 62024.

PENNSYLVANIA TRACTION books and photos: Allentown, Altoona, Lancaster, Philadelphia, Pittsburgh, Wilkes-Barre. Large SSE—Ben Rohrbeck, 1003 N. Chester Rd., West Chester, Pa. 19380.

OLD STATE and railroad maps, 70-110 years old, all states, some old county maps. Send SSE, specify state.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

1976 CALENDAR, Blue Grass Railroad Club, featuring Midwestern and Southeastern steam, diesel, traction, $2.50—Dr. Wesley Ross, 1749 Bahama Rd., Lexington, Ky. 40511.

COLOR SLIDES, Kodachrome custom-made copies: steam, diesel, trolley, United States, and foreign. Sample 40¢—Charles Parsons, Rte. 4, Box 425, Dunnellen, Fla. 32630.

STEREO TAPES, one-hour programs, steam locomotives. Album "Memories of Steam" from MILW, C&NW, UP, and 3 logging railroads. Album "Spirit of '76" from Yreka & Western, D&RGW: SP 4449 American Freedom Train; BCR Royal Hudson 2860, plus two logging railroads. 7" reels 7½ IPS. Cassettes, Dolby or regular. $5.95 each, postpaid, or both for $10.65. Brochure on request.—Evans Productions, 1231 N.E. Lincoln St., Hillsboro, Ore. 97123.

AMTRAK PICTURES, slides, and other related items. Other railroads also available. Send SSE to Anozio Ltd., P.O. Box 3313, Wallington, N.J. 07057.

DINING-CAR ITEMS for sale or trade. List #9 includes china, silver, glassware, linens, etc. Send SSE.—Charles Anderson, 2765 Quail Ave., North Golden Valley, Minn. 55422.

HIGH CASH for authentic fine dining-car china, cap badges, switch keys, wax sealers, tall globe lanterns, steam builders' plates, pocket watches, station clocks, other choice old railroad related things. Can use good single items or whole collections. Absolute reliability, top business and bank references, well rated by Dun & Bradstreet. Can often pay more so get "best offers" elsewhere, then list to me somewhat higher. State prices, markings, defects, and phone number. Why sell for less? Write—Scott Arden, Noti, Ore. 97461.

RAILROADIANA FOR SALE: Railroad rulebooks, Trains, Railroad Magazine, railroad employee magazines, railroad stationary. Send SSE to Kenneth Schramm, 19129 Cheshire, Detroit, Mich. 48236.

"ROCHESTER'S EARLY RAILROADS." 1837: Horsecars, trolleys, trackless. "94 YEARS," 1862-1956, 5 interurbans: Rochester, Syracuse & Eastern, Rochester & Eastern, etc. "Erie Electrics," 1907-1934: 6 brief chapters illustrated, two volumes, 1120 photos, 550 pages. Volume two, "New York State Rys., 1914," 136 subway photos, 5

maps. $7.50 each.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y.

WILL BUY ENVELOPES and postcards with R.P.O., AGT., and R.R. cancellations; also schedules of mail routes and general schemes of various states.—Edward Ross, Box 65, Granite Springs, N.Y. 10527.

FOR SALE, original slides: diesel, rolling stock, scenes, stations; list 20¢. Want Quebec City and vicinity negs., Canadian annual passes.—Burridge, Box 152R, Dorval, Que. H9R 4N9, Canada.

STATIONS, DIESELS, CABOOSES, Amtrak equipment, color slides, negatives, prints for sale. SCL, Southern, L&N, N&W, C&O, etc., Pa. to Florida, Alabama. Also custom b&w railroad photo work, reasonable. State needs; send three 13¢ stamps for details—C.L. Andrews, 4231 S.W. 38th St., Hollywood, Fla. 33023.

50 READING COMPANY employees timetables: Reading-Shamokin divisions, 1935-1967, $150. Send SSE for list. "History of the Reading," $15.50.—Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

RAILROAD GLASSES with these logos: NYC, DH, Frisco, B&O, ACL, only $2.75 each—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

BEAUTIFULLY FINISHED 6″ x 9″ framed color-photos of old locomotives suitable for den or office, $2.95 each—Kerner's, Box 215, Canoga Park, Calif. 91303.

WANTED, DENVER TRAMWAY photos and negatives: any photos, negs., postcards, slides, history of city buses, streetcars, trolley coaches, cablecars, horsecars, in service or out of service (off trucks). Please write James E. Kunkle, Denver Tramway historian, P.O. Box 2984, Denver, Colo. 80201.

IF YOU LIKE trolley photos, send postage for most complete list in America today. Breaking up 23 collections—Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107.

WANTED: Annual passes, any year, GM&O, GTW, L&HR, L&NE, LIRR. State price and condition—C.R. Bishop, 424 Iris, Redwood City, Calif. 94062.

FOR SALE: Timetables, hardware, other collectables. Send SSE for large list of many nice items.—John Yates, 125 E. Oakland Ave., Oaklyn, N.J. 08107.

STEREO STEAM TAPES: incredibly realistic reproductions, professionally produced for discriminating railfans. Recent releases include "Queen of Canada," CN 4-8-2 6060; and "148 and Friends," FEC 4-6-2 148 on Erie mainline, doubleheading with CP 4-6-0 972, featuring cab ride, runbys, more. Cassette and 8-track versions available. Large SSE for catalog.—Custom Steam Productions, Railtape Division, 30 Jolem Drive, Hillsdale, N.J. 07642.

RAILROAD CAP BADGES: Over 200 old authentic badges for sale, $4.95 each and up, 23 different railroads and 78 occupations. List free for SSE. Other railroadiana available, too.—Utberg, Box 420, Edinburg, Texas 78539.

WANTED: COMPLETE SET of PE Magazines from 1916 to 1953. Also emp. and public tts., advertising brochures, deck plans, etc., from SP, LA&SL, Tonopah & Tidewater, LV&T, PE, SP, ATSF, and UP railroads and Los Angeles S.S. Co., Pacific S.S. Co., Matson, and Dollar Lines.—Jim Ady, 35 Hillside Ave., Apt. 1, Salt Lake City, Utah 84103.

RAILROAD MOVIES WANTED: silent or sound, 8m or 16mm; also movies on trolleys, travel, exotic, etc. Describe and name price.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

BRASS LOCOMOTIVE BELL for sale, original condition, from PRR locomotive. Equipped with stand and pneumatic hook-ups. Contact Larry Keefe, 133 Springbrook, Sparta, N.J. 07871. •

Pen Pals Wanted

(No charge for listing in this section)

Mr. Mario Balma, Corso Aurelio Saffi, 11/14, 16128, Genoa, Italy, will write in English or Italian to railfans anywhere.

Jacques Mace (age 13), 102 Boulevard Jacques Cartier, 35000 Rennes, France, loco engr.'s son, will correspond in French or English with a railman's son.

Miss Alberta Bonje (age 27), Jay-O-Cee Ladies Home, San Juan Luna St., Cebu City, Philippines, writes English and Spanish.

Mlle. George Kolb (age 29, daughter of former French loco engr.), 44 Rue Emile Zola, 95600 Eaubonne, France, will write to girl rr. employee or railman's wife. Hobbies include travel, sports, reading, and English, German, and Italian languages.

John J. Nuessle (age 18), 132 Scenic Rd., Fairfax, Calif. 94930, wants pen pal of either sex interested in U.S. or Canadian railroading or having NWP pix, info, etc., to swap.

Fraulein Claudia Mollmann (age 17), Palestrinerstrasse 23, 44 Munster/Westfalen, Federal Republic of Germany, high-school daughter of railwayman, seeks only a girl pen pal.

T.F. Meroney (bachelor, age 41), Box 15, Mocksville, N.C. 27028, will correspond with railfanettes interested in ACL, Southern, FEC, or Georgia Railroad.

Mr. Ian Blunden, "Broeside," Dayboro Rd., Petrie, Queensland, Australia, will correspond with anyone who likes railways, model or prototype. Swap pix and model catalogs.

Frank and Ruth Maddeford, 2335 Greenville St., Oroville, Calif. 95965, both in poor health, need cheer-up letters and cards.

Mlle. Margaret Morel (age 14), 6 Rue de la Mercerie, 80800, Corbie (pres d'Amiens), France, daughter of rr. stationmaster, seeks correspondence in English with railroad man's daughter o fimilar age. Hobbies include reading, music, crossword puzzles.

Ms. Mary Loudermilk, 282 S. Gift St., Apt. 1117, Columbus, Ohio 43215, invalid in her 80s, needs cheer-up letters and cards.

M. Rene-Jean Delattre (age 17), 92370 rue Anatole France, 92370 Chaville (pres de Paris), France, adopted son of French railroader, will correspond in English or French with railman's son of about same age. •

Coming Events

(No charge for listing in this section)

Feb. 14-15: Winter Spectacular, East Broad Top R.R., Orbisonia, Pa. Three Baldwin Mikes, gas-electric car, 7 trolleys operating over 6 miles of track. Snow-sweeper operates on Friday. Tour shops, roundhouse, station. Rail auction Sat. night. Contact Sherman Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Feb. 14-15: Doodlebug Days on Black River & Western, using ex-Pennsy gas-electric No. 4666. Special trip to Lambertville leaves Flemington 10 a.m., returning 11:45 a.m. One-hour round trips to Ringoes, leaving Flemington at 12 noon, 1, 2, 3, and 4 p.m. If enough railfans are interested, night trip to Lambertville, leaving Flemington 7 p.m., return 8:45 p.m. All seats reserved and limited to capacity of car. Lambertville trips $3.75, Ringoes $2. Info from Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. (SSE).

Feb. 22; May 16: Suffolk County Model Railroad Engineers holding all-gage meet, 10 a.m.-4 p.m., Knights of Columbus Hall, Hawthorne Ave., East Islip, N.Y. Buying, selling, trading model trains, other railroadiana. Adult registration at door $2, kids under 12 free; 8-foot tables available at $5 each. Write Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769. •

Statement of Ownership, Management, and Circulation

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